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**MAGAZINE**

May 1996 \$2.00

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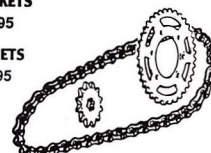
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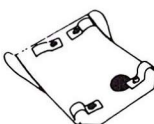
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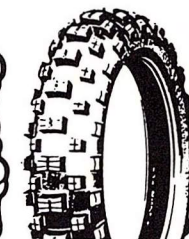


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# Trail Rider MAGAZINE

**On the cover:** White-out action at the snow run. Yes, we are not afraid to run a snow shot on the cover even in late spring. Besides, you won't read about the Snow Run until next month, so just be glad it's warm now. Photo by Bossman, who froze his Canon in the woods to get the shot.

**May 1996  
Volume 26 Number 5**

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**Warning:** We are not responsible for typographic errors, which could include practically everything in the magazine. Opinions expressed in Trail Rider are well-meaning and insightful, and therefore couldn't possibly be the opinions of the publisher, who is well-known to be nothing much more than a big dumb white guy. When you're riding, use all the protective gear you can, and be careful out there. Motorcycling is a dangerous sport, and magazine writers are a dangerous class of people. Don't emulate us and you'll be okay; also stay off of closed riding areas and make nice with everyone you meet. It's a small world.

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# LAST OVER



by Paul Clipper

## Dirt Biker Bilingual

Everyone seems to be fascinated with Mexico these days. How many people have you talked to in the past month who wanted to go to Baja, or had been to Baja, or were considering a trip to Copper Canyon or another location way down in Mexico? Plenty of them, right? You yourself may be guilty; maybe Baja California represents the Final Frontier for you, or you just want to point your XR down the legendary trails that have made Larry Roeseler, Ty Davis, and scores of others into world heroes.

That's fine. If you haven't been there, you should go some time, because you haven't lived until you've ridden everywhere. But we're here to warn you of one thing that might not be obvious right now, but will certainly become apparent right after you cross the border: Mexico is a foreign country.

It's true. They eat different food, use different money, and yes, even speak a different language than us. Can you believe it? I can; I've been there. I still even have some old prescription bottles to prove it. I am living proof that any dummy can go to Mexico and survive without any problems that can't be cured by an extended program of antibiotics, and because of that I feel a duty to pass on some tips to any dear readers who may be planning a trip south of the border.

You've heard the phrase "Don't drink the water" no doubt, and I will add to that, "Don't let any water that doesn't come out of a sealed bottle touch your lips." That includes tap water, pool water, standing water, river water; anything that appears wet. This of course means you'll spend a lot of time drinking soda or beer, which will not be too much of a hardship for most of us. My second tip is, don't do anything down there that you don't want someone doing in your neighborhood. Super Hunky tells me there's really only one actual "law" in Mexico, and that is Don't Bother Anyone. It's a simple phrase that is quite sweeping in its coverage, and should be very important to any of us gringos traveling down there. After all, there's a lot of empty real estate down there for hiding bodies, and a very good black market for XR parts.

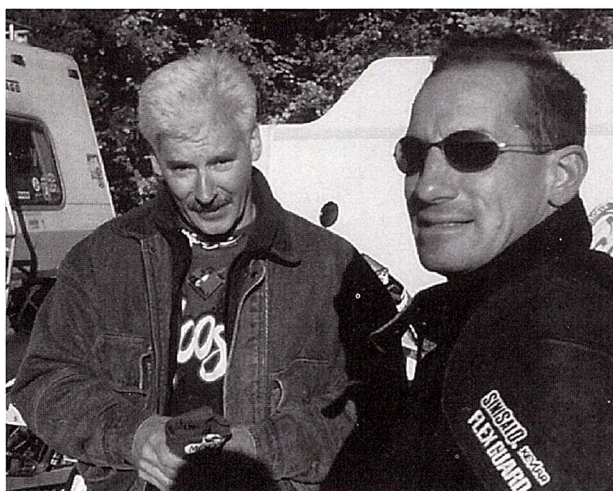
Finally, the fact remains that even if you smile, act nice, and don't bother anyone, you are eventually going to have to communicate with a Mexican citizen. You might have to eat, or buy more beer, or find a toilet in a hurry, and when this time comes you should not be surprised if the first person you make contact with has no idea what

you're talking about. They don't speak English down there. They don't have a clue what you're talking about, unless you start making elaborate gestures, and in the case of the toilet hunt such gestures might get you seriously hurt or jailed.

So it's best to learn a little of the local language, and that's where *Trail Rider* is here to help. You should invest in a phrase book that explains the pronunciation of Spanish words, but rather than wade through a massive book to find a few simple phrases, here are some of the most necessary ones we've used in the past. We also have to admit that the inspiration for this column came from a similar column we read in *Outside* magazine, but we've done our own research and haven't stolen anything from *Outside*. Also, we'd like to thank the ladies of the Medford Lakes Junior Women's Auxiliary (really!) for their generous help in our translations.

### Dirt Biker Spanish

First of all, you're riding. There are no signs, there is no pavement. You're going to get lost unless you have a guide, and then



he might get lost. Before you start opening and closing gates with skull and crossbones logos on them, find a local human and start throwing these phrases at him. Just remember, if you speak to him in Spanish, the chances are mighty good that he's going to return the favor, so you might try to learn how to understand it as well as speak it.

Which way to \_\_\_\_?

¿Qué ruta para \_\_\_\_?

At the end of which phrase you would insert the name of the town you're ultimately heading for, or one at least in that direction. If you get tired of being formal, you can degrade the question to the word "¿Ah...?", which simply means "to", as in "To Ensenada...?"

What is the name of this \_\_\_\_? (road, village, snake, etc.)

¿Cómo se llama \_\_\_\_? (esta calle, este pueblo, esta culebra...) They tell me the word "this" (esta) must agree with the noun it modifies. Whatever. ¿Cómo se llama...? is a very useful phrase; you can add "usted" to the end and you're asking the person his name. Remember to say "please" (por favor).

Does this road go there, or do I have to

make any turns?

¿Llega esta carretera allá o hay que hacer algunas vueltas?

If the sun is setting over there, why do you keep saying Ensenada is this way?

Si el sol se pone allá, ¿por qué sigue diciendo Ud. que Ensenada está hacia aquí?

If the man with the chicken is your brother, why does he have red hair?

Si el hombre con el (pollo) es su hermano, ¿por qué es pelirrojo? Another useful phrase—you can change to word "pollo" to anything, like knife (*cuchillo*), doughnuts (*buñuelos*), badge (*símbolo*), etc.

I am lost, and my friend is out of gas.

Estoy perdido, y mi amigo no tiene gasolina.

Where can we buy some gasoline?

¿Dónde podemos comprar un poco de gasolina?

Once you get where you're going, you're going to want to stay somewhere. Hotel keepers are used to ignorant gringos in the middle of the night, but it smooths things over somewhat by being able to stammer a few phrases.

I would like a room for the night.

Me gustaría un cuarto para esta noche.

May we sleep in the wood shed instead?

¿Podríamos dormir en el leñera en vez?

The hose is excellent, but do you have a room with a shower?

La manguera es excelente pero, ¿tiene Ud. un cuarto con ducha?

Do people swim in the river? In my country, most people are afraid of water that color.

¿Nada la gente en el río? En mi país, mucha gente le temen al color de esa agua.

Are you sure those things are eels?

¿Está seguro que esas cosas son anguilas? (also useful at the dinner table)

Yes, the view is lovely. Is your neighbor a collector of vintage automobiles?

Si, la vista es preciosa. ¿Es su vecino coleccionista de coches antiguos?

Food, the universal language. I don't have to tell you when to use these phrases.

This is excellent! More tortillas, please!

Esto es excelente. Más tortillas, por favor.

If I ask what it is, will I still want to eat?

Si yo sé lo que es, ¿querré comer todavía?

Do you have any bottled water? I prefer to open it myself.

¿Tiene agua de botella? Prefiero abrirla yo mismo.

Do you have anything plain? My stomach is

(Continued on page 44)



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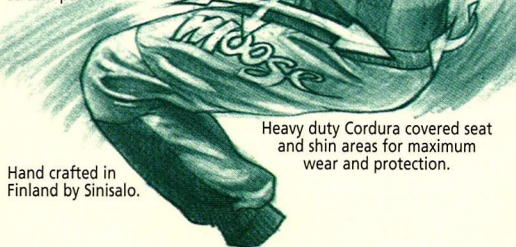


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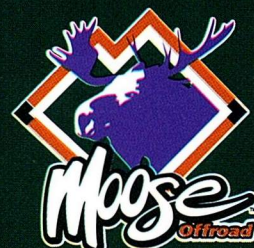
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# EASTERN NEWS

## It's Gnarly, Dude

The Rhody Rovers called us up to place an ad for the Gnarly Dude turkey run, but unfortunately they were too late to make the issue. That's okay, because here's the information right here. The Gnarly Dude is the first turkey run on the NETRA calendar, and it will happen on May 19, starting out of the Exeter / West Greenwich High School parking lot in West Greenwich, Rhode Island. You can find it off exit 5A of Route 95 in R.I., or arrowed from the intersections of Routes 138 and 165 in Connecticut. Sign-up is at 8:00 AM, and the ride starts at 9:00. Proceeds from the run go to the Rhody Rovers College Scholarship fund, and it's just a great ride in the southern Rhode Island, Connecticut area. For more information contact Layne Derby at (401)785-5348, or Lloyd Patterson at (203)376-1166.

## Suzuki Bux

Bob Agonis of the ECEA (and of Central Jersey Competition Riders) called to let us know that he's been in contact with Cole Gress of U.S. Suzuki, and that Mr. Gress has let it be known that Suzuki is now paying contingency money for each of the runs in the '96 ECEA calendar, not just ten of them, as originally announced. For further details on Suzuki's off-road contingency program, get in touch with your local Suzuki dealer right away.

## World Trials

Something special is happening this month in Rhode Island...something more than the Gnarly Dude! There will be a World Championship Observed Trials event in Exeter, hosted by the New England Trials Association. You may have attended a trials event before, or maybe seen video tapes of the Worlds

rounds, but no matter what you should take the time to head out to R.I. to see these people ride. The world champions are indeed magicians on motorcycles, and you will not be bored! For more information contact the N.E. Trials Association at (401)732-4698, or fax (401)739-9238.

## Alligator Attack

The much-lauded Alligator Enduro happened this year during bike week, and you'll probably hear a lot more about it next month. In the mean time, we'll tell you that Steve Hatch won the overall, while local rider Scott Miller finished second. Our own Kevin Hines finished third overall, followed by Mike Lafferty and Ty Davis. We don't really know very much about the course or event right now, only that everyone came back from down south grumbling about the miserable weather—it was not a sunny, warm Daytona this year. More about it next month.



*What everyone saw of Steve Hatch at the Alligator. This wasn't taken at the Alligator, but you get the idea. (Jay Chittenden photo)*

## Thank You, Pathfinders

The Blue Ridge Pathfinders did us a little favor recently, by running a notice in their club newsletter that Ed Hertfelder is now writing for Trail Rider, and that everybody should subscribe if they want to keep up with Ed. Thank you, thank you, thank you!

In return, we'd like to suggest that anyone from the Blue Ridge region of North Carolina get hooked up with the Pathfinders. They have a really nice newsletter and look like a fine, big club. They can be reached at 1391-B East Garrison Blvd., Gastonia, NC 28054.

## MBW '96

If you're really into mountain bikes, there's an event on June 14 through June 16 that you might consider. Called the "Mountain Bike Weekend," it happens in Jim Thorpe, Pennsylvania, and is just the most fun you can have on a mountain bike. There is no racing involved, and just a little bit of wacky competition that you can pretty easily avoid, a lake to swim in, camping included, and many

miles of the finest singletrack mountain bike riding you can imagine. There are also riding seminars, a swap meet, and all the other things that accumulate in the program of an 11-year old event. This year it doesn't conflict with all the events it has in the past, only the Dam Good hare scrambles in Connecticut and the Starvation Point GNCC, so you might have the weekend free. Whatever; if you're interested call Dave Bucher now, at (717)626-1742, and find out if there's space left (they pack the campground full, every year).

## Western MD Club

No, it's not a club of doctors. Western Maryland has a new motorcycle club on its roster, called the Western Maryland Off Road Riders. Their stomping grounds include western Maryland, of course, as well as western Pennsylvania and the near parts of West Virginia. They are a part of District 7, and are AMA sanctioned, and plan on putting on some hare scrambles in the region. Most importantly, they are looking for members to swell their ranks and give them all more people to ride with. If you're from that neck of the woods, get in touch with Bruce Snyder, (301)759-3237, or Jeff Barber, (301)729-0068.

## New York is Hot

The New York Trail Riding Alliance has been meeting and working all winter, and now have a whole list of area coordinators to hook up with if you're interested in helping to promote and perpetuate trail riding in the great state of New York...oh, and if you want to simply ride, too! Like most associations, they need funds to help with mailings and all the organizational work, and they offer an associate membership for a donation of \$10 for an individual, \$15 for a family, and \$20 for a club or dealer. They're working on a lot more than we can comfortably explain here, but if you live in New York it couldn't hurt to get in touch with them. Contact Gary Fisher at (518)399-8307, or for quick questions call Gary Brodock at (800)621-7012.

## How About Some MX?

Everybody can use more education, even trail riders, and the best way to get riding education is to take in a motocross school. Yes, MXers are those people who roar around bumpy tracks with bikes that are too loud, but enduro riding schools are few and far between. You can learn more about riding fast at an MX school than you'll teach yourself in a whole season of woods riding, and one of the oldest local schools in our





## Where To Ride

May 1996

5/5 Pine Hill Enduro  
New Lisbon, NJ  
5/11-12 Brownsville GNCC  
Brownsville, PA (bikes Sat.)  
5/11 Nervous Novice Parent/Child Ride  
Fishouse, NY  
5/11 CATRA I Junior Enduro  
Fishouse NY  
5/12 Ridge Run Enduro  
Stanhope, NJ  
5/12 CATRA I Hare Scrambles  
Fishouse NY  
5/18-19 AMA ISDE Qualifier  
New Waverly, TX  
5/19 Gnarly Dude Turkey Run  
West Greenwich RI  
5/19 The New Hoot Hare Scrambles  
Chepachet, RI  
5/19 ECEA Hare Scrambles  
South Jersey  
5/25-26 World Championship Observed  
Trials, Exeter, RI (401)732-4698  
5/25-26 AMA ISDE Qualifier  
McArthur, OH  
5/26 Broad Mountain Enduro  
New Philadelphia, PA

area is the Tony D. Motocross School. This is a traveling school, so it may very well be coming to a town near you this summer. The best way to find out is to call for a brochure, and the number is (410)635-6916.

## Catalog O'The Month

Sorry, we don't seem to have a picture of this one...had one here a week ago or so....oh well, anyhow, Drew Smith and the boys at Works Enduro Rider have finally put together a catalog of all the cool enduro and off-road specific products they manufacture and sell. There's everything from all the data on the WER steering damper to snapshots from the Six Days. Good to have, for everybody serious about their fun. Call (908)637-6385 and ask them for a copy. □

## NAMES AND ADDRESSES

### New England Trail Rider Association (NETRA)

P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

### East Coast Enduro Association (ECEA)

RD 1, Box 2216  
Jonestown, PA 17038  
(717)865-0601

### Vermont Trail Riders Asc. (VETRA)

P.O. Box 136  
South Pomfret, VT 05067

### Pennsylvania Trail Riders Association (PATRA)

Box 77  
Thomasville, PA 17364  
Racer Productions  
(AMA GNCC Series)  
Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

### Budds Creek Hare Scrambles

(301)475-2000  
District 4 Enduro Comm.  
(716)594-0384

### AMA

P.O. Box 6114  
Westerville, OH 43081  
(614)891-2425

### New York Trail Rider Alliance, NENYC

8 Komar Drive  
Charlton, NY 12019

### New Jersey Trails Conservancy (NJTC)

212 Cedar Street  
Lakehurst, NJ 08733  
(908)657-6338

### District 6 Sports Asc.

P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896

### SETRA

5165 Thompson Mill Rd.  
Lithonia, GA 30038

### Blue Ribbon Coalition

P.O. Box 5449  
Pocatello, ID 83202  
(208)237-1557

### Virginia Championship Hare Scrambles Series (VCHSS)

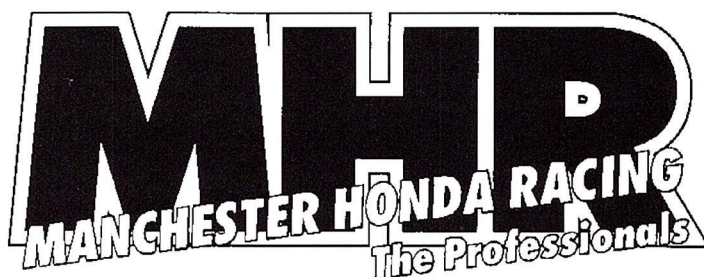
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# THE REST of the WORLD

## Husaberg is Hoppin'

Husaberg USA is not just sitting around these days. Husaberg has announced that it is fielding a two-man team for the Four-Stroke National Sound of Thunder MX series, starting this spring. Mike Young and Micky Dymond will both be riding FC 501 machines in the events. Husaberg also

## New Arai Lid

Arai has a new helmet out, called the V-Kross. It's an actual, one-piece full-face helmet designed for off-road and motocross racing, and is the hot ticket for riders who were a little leery about the removable face guard of the MX-A. Now everyone can have Arai's legendary fit and comfort, whether it be in the "traditional" MX-A with removable front, or the V-Kross full-coverage one piece. The V-Kross starts at \$351.95 for solid colors, and goes up to \$429.95 for the Scott Summers replica paint job. Look for them at your Arai dealer, or send \$3.00 in cash or stamps for a '96 full-line catalog to Arai Helmets, Ltd., Dept. TR, P.O. Box 9485, Daytona FL 32120. (Shown in the photo is the MX-A on the left, and the V Kross on the right.



## Davis is Two for Two

The second national enduro of the season happened at Forest Hill, Louisiana, on March 17, and once again reigning enduro champion Ty Davis took home the overall win. Davis reportedly burnt a check and still dropped a total of 12 points, a full point ahead of Mike Lafferty, George Waller, Jr., and Kevin Hines, in that order (Randy Hawkins was fifth, with a 14). But wait, there's more: Mikey was eating his liver afterwards, since his scores at the three emergency checks were :01, :03, and :011—and we all know that one second means you looked down at your computer once too often. According to Lafferty's mentor Alan Randt, if Lafferty had just tied Ty Davis' 12 points he would have beaten him on tiebreaker seconds. So now that we know Mike can do it, the question is when? The next round is in Texas on March 31, and then on to Ohio on April 28. We'll keep you posted.

revealed that they will be paying contingencies to any top five overall Husaberg rider in the series, with \$500 for first, \$300 for second, \$200 for third, \$100 for fourth and \$50 for fifth. Husaberg USA, by the way, is now owned by KTM America, and don't be surprised if your local KTM dealer also becomes a Husaberg dealer in the near future.

## Canucks Online

Yo, Super Dave, you heard of the Internet, eh? Well, now if you have a computer you can access an award-winning Web site maintained by Canadian Biker magazine. On it, you can find everything that's anything about Canadian motorcycle riding and what those cool Canucks are doing way up north, eh? Just point your Web

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browser towards <http://www.islandnet.com/~canbike/canbike.html> and check it out.

## ISDE Team Selected

In an effort to point the U.S. ISDE effort towards winning, rather than spend the year on qualifying a team, Ride to Win, Inc., a non-profit corporation dedicated to ISDE support, and the AMA, selected our best riders for the Trophy Team in Finland this year. There are no surprises, and it looks like a good team: Randy Hawkins, Rodney Smith, Steve Hatch, Ty Davis, Scott Summers and Chris Smith. The team was pre-selected this year to give the riders a chance to really train for the event, rather than spending the summer wondering if they were going. According to a press release issued by RTW, team members are going to gather together following the national enduro in Rhode Island on June 23rd, for a three-day intensive training session near Wareham, Massachusetts. Hmm...I don't think the Pilgrim Sands Trail Riders are going to be training these boys, so it looks like Kevin Hines has turned into an ISDE trainer. Hopefully, the team will get together more than once between now and Finland. We'll



let you know how it works out. Generally, we think it's a good idea, and if the team can learn to work like a team rather than a troupe of competitors, they have a chance at finishing well for a change. The Junior Trophy team will be selected through the usual qualifying process, as will the club team spots for the American effort.

## Big Cinci Show

So the Cincinnati Powersports Expo we traveled to in February has turned out to be the largest motorcycle trade show in North America. Advanstar packed them in, to the tune of 598 exhibitors and 11,516 attendees—and this is a trade show only, no public allowed. We often use the success of Cinci to gauge what the coming season is going to be like; that being the case, it should be a bang-up year for the business...if only a good new bike didn't cost nearly \$6000....

## Cool XR400 Thing

Honda, in their extreme generosity, sent us a copy of a book this month that all you XR400 owners need to have. Called the Honda XR400R '96 Competition Handbook, it has all the information you need on critical adjustment and tuning for the new XR. Subjects include engine service, fork service, shock

linkage and just about everything else you need to know to keep a racing XR running. Actually, it's so complete we hardly see a need for the standard XR400 Service Manual, also available from Honda. The Competition Handbook is going for \$7.95 from your Honda dealer; get one. They sent us a book, now if we could only get a bike out of them....



## Cool XR400 Springs

Popular opinion is that the XR400 has a clutch that slips; product of a set of weak clutch springs originally installed to keep the lever effort light. Well, of course the aftermarket has rallied to save the day, and Barnett and White Brothers have teamed up to come out with a set of heavy-duty XR400 clutch springs that will increase the clutch lever pull by four percent—a necessary evil—but will stop the slipping plates and greatly increase clutch life. Best of all, suggested retail is a measly \$12. For more information call White Bros at (714)692-3404, to get a set, tell your dealer to order them for you. □

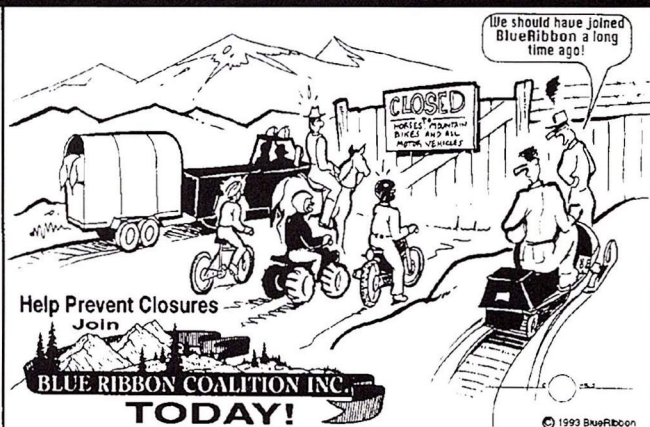
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**What is Blue Ribbon going to do for me?** They are going to continue fighting for trail users' rights in Washington, like they have been with the Symms Recreational Trails Fund Act, and get into the thick of things on a local level, like they've done in Massachusetts. But they can only do it with your financial support.

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# Clarkie's Wild Ride

No snow on the ground this year, but....

by Cheri Alix

Freetown, MA 2/11

**T**his was the first time that I could remember it not being subzero and the ground covered with snow. But the conditions were far from ideal. With two days of above freezing temps and a steady downpour of rain, the once snow-covered, frozen ground was turning to nothing but mud.



Kevin Hines actually led more or less the whole race, until the last lap when he ran out of gas and gave up the lead to Tommy Norton, who'd broken his thumb on lap one.



Luke McNeil teeters on the only wooden bridge on the course. It actually isn't that slippery, with a new set of spiked tires. Luke battled hard, and had to settle for fourth 200 Expert on his 125 KTM.

This left many a rider with a tough decision. Do I run spikes, car studs or be daring and go without? Or should I just stay home and watch the Supercross on ESPN2? Many riders opted for the last option. The event had one of the smallest NETRA turnouts ever with only 92 riders lining up for the Amateur/Expert event, and even fewer for the Novice race. I for one wished I'd stayed home. The race excitement

seems to lose its fizz when you're standing up to your ankles in mud, soaking wet from the steady downpour, and your fingers and toes are completely numb from the cold. But just like the rest of them, I'm a dirt bike junkie.

Even though those who showed up for the event were definitely diehards, the fields were completely devoid of human life form until just 10 minutes before the start of each race. It was just before 1:00 PM when we all dragged ourselves out of warm vehicles into the starting field. (Editor's Note: It really was a bizarre scene. Clarkie's starting field was completely empty, with cold rain pouring down, and if it wasn't for the hundred or so steamed-up trucks in the front field it looked like nothing at all was happening. Then at ten of one, the starting field suddenly filled up and a race was happening!)

The Pilgrim Sands Trail Riders set up a course for the Expert race at just over nine miles. They were originally scheduled to run six laps but as the day progressed the laps were cut down to five then finally to four just before the start. The rain let up just enough to get the riders off the line and into the woods. It was Manchester Honda's Josh McLevy getting the holeshot, followed

by SCR Yamaha's Tom Norton. It wasn't soon before Norton passed by McLevy, taking over the lead. CRE 125 rider Kevin Hines moved up quickly, taking over second place. Hines and Norton moved out in front putting a good distance on the rest of the pack.

The once hard, frozen track was now nothing but water, ice, mud and rock-filled ruts.



Josh McLevy grabbed the holeshot in the Expert race, but became confused on the course and let Norton (#1) slip by.



The starting field was completely empty until ten minutes before the 1:00 start of the Amateur/Expert race, and then...instant hare scramble!



It wasn't far into the first lap when Link, Valley Motorsports, Answer, Dunlop-sponsored Norton hit a hole and ended. Not realizing he broke his left thumb, Norton jumped back on his bike and took off after Hines. The two front runners continued to trade places throughout the first lap, with Norton taking the lead at the mudflea-filled swill hole. Hines soon returned the favor at the pits where Norton stopped for goggles. Coming around in third place was Todd Levesque riding a borrowed YZ 250. Not far behind was the rest of the pack consisting of new AA riders Patrick Timothy on a Honda 250 and KTM rider Brian Tucker.

The once-estimated lap times of 25 minutes had grown into 40 minutes. It seemed like no one was out on the trail. The conditions were taking their toll on riders and their machines. Bob Speroni was one of the first riders to go down. Speroni tweaked his knee in the swill hole, putting an end to his day. Each lap seemed to have about a ten percent dropout rate. Norton and Hines didn't seem to be letting the elements or anything else stand in their way.

Norton quickly caught back up to Hines after his pit stop and took the lead back. The Yamaha rider soon ended up back on his head, allowing Hines to move back out



"How deep is that hole, anyhow?" The first lap through the course was a real experiment in survival. It is easier when it's all frozen.

in front. Hines came through the pits only seconds in front of Norton, who stopped for gas, goggles and new gloves. Levesque was still in third, closely followed by Tucker and Timothy. Levesque stopped in for gas allowing Tucker to move up a position. The three riders continued trading places throughout the remainder of the race. Levesque and Timothy both had their chains derail at least three times each lap. But in the end Levesque was able to keep his bike running the longest, taking third place, followed by Tucker and Timothy rounding out the top five.

Hines was running in first place with a one minute lead over Norton, until three miles from the end. Hines never pitted during the entire race, which was over two and a half

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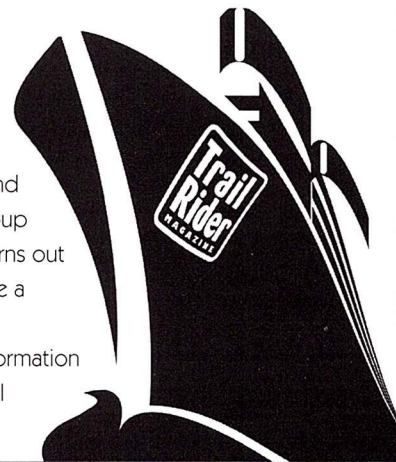
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(Total of: \$260 per person, \$79 port charges, \$9.50 taxes)

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Feb. 24, Depart Miami 5:00PM  
Feb. 25, Arrive Freeport 8:00AM, Depart 3:00PM  
Feb. 26, Arrive Nassau 9:00AM, Depart 6:00PM  
Feb. 27, Arrive CocoCay 8:00AM, Depart 5:00PM  
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The first part of the course is fast, smooth riding, and it lulls you into a false sense of security for the rest of the course, which is the boniest terrain on the face of the earth. Some folks like it.

hours, and ended up running out of gas. Norton finally took the win with a two minute lead.

Taking the Expert High Point and sixth place overall was Russell "I'll be gentle" Bain. Bain edged out McLevy for sixth at the final bridge crossing when McLevy went off the edge into the creek. Being a good sportsman, McLevy jumped up in time to

#### Clarkie's Wild Ride Class Results

Tommy Norton Yam

#### Overall Champion

Russell Bain Hon

#### Expert Overall

James Cooney Suz

#### Amateur Overall

Todd Santheson Suz

#### Novice Overall

#### AA

1. Tom Norton Yam

2. Kevin Hines CRE

3. Todd Levesque Yam

4. Patrick Timothy Hon

5. Brian Tucker KTM

#### Expert 200

1. Kevin Hines CRE

2. Brian Tucker KTM

3. Josh McLevy Hon

4. Luke McNeil KTM

5. Ken Law Yam

#### Expert 250

1. Tom Norton Yam

2. Todd Levesque Yam

3. Pat Timothy Hon

4. Wes Clarke Hon

5. D.J. Lis Kaw

#### Expert Open

1. Roger Billharz KTM

2. Dave Simcock Hon

3. Jim Simcock

#### Expert Veteran

1. Russell Bain Hon

2. Geoff Wurltizer Hus

3. Scott Gustafson Hon

#### Expert Senior

1. Denis Laliberte Hus

2. Richard Tessier Hon

#### Amateur 200

1. Doug Stroh Jr. Yam

2. Chris Simpson Kaw

3. David Bradley Yam

4. Derek Carpenter Hon

5. Steven Deyo Kaw

#### Amateur 250

1. James Cooney Suz

2. Kevin Knott Suz

3. Bruce Yuill Yam

4. David Clark Hon

#### Amateur Open

1. Gary Gingras Kaw

2. Brooks Saunders KTM

3. Edward Sekelsky Suz

4. Peter Matteau ATK

5. Adam Matthews KTM

#### Amateur Four Stroke

1. Robert White Kaw

2. Gus Bender Hon

#### Amateur Veteran

1. Ron Lemieux Yam

2. David Ozenatis Hon

3. Edward Manley Hon

4. Gerry Leary Kaw

5. Ben Stulenski Jr. Hon

#### Amateur Senior

1. Robert Landry Hon

#### Novice 125

1. Todd Santheson Suz

2. David Corrao CRE

3. Mark Beauregard KTM

4. Chris Piva Suz

5. Tom Eisner Hon

#### Novice 200

1. Keith Roberts Kaw

2. Todd Frias Kaw

3. John Matte Kaw

#### Novice 250

1. Steve Sheppard Suz

2. Peter Gravelle Suz

3. Al Gardner Hon

4. Gregory Messier Kaw

5. Keith Newman Hus

#### Novice Open

1. Scott Lonergan Hon

2. Brian Erickson Hon

3. Steven Costa KTM

#### Novice Four Stroke

1. Pat Fogarty Hon

2. Robert Pettigall Hon

3. Steven Deschamps Hon

4. Eric Garcia Hon

5. Thomas Smith Hon

#### Novice Veteran

1. David Kanney KTM

2. Bill Wilson Jr. Hon

3. Michael Litner Kaw

4. Brad Soule Suz

5. Dennis Jolley Hon

#### Novice Senior

1. Jerome Ryan Hon

2. Mark Jolley Hon

3. Ed Barnes KTM

4. Al Fagan KTM

#### Super Senior

1. Tom Farley CRE

2. Thomas Levesque KTM

#### Junior

1. Drew Carpenter Yam

2. Eric Rougeau Yam

3. Scott Robert Hon

4. Jesse Berthiaume Kaw

5. Andy Briggs Kaw

#### Mini

1. Mike Peristere Yam

2. Nathan Kanney Yam

3. Brian Wozniak Yam

4. Gerry Johnson Suz

#### Women

1. Amanda Young Kaw

2. Michele Lau Hus

3. Dawn Silva Kaw

redirect Bain from driving into the same hole that took him out.

Taking the Open Expert class win was Roger Billharz on his KTM 300. Billharz was the only A Open rider to complete all four laps. In the Expert 125 class, it was young Luke McNeil on his new KTM 125 taking the win. McNeil, Denny Anderson and Kenny Law battled throughout the entire race, continually trading places, until the final lap when McNeil was able to jump out in front.

Anderson came in second followed by Law.

Rounding out the day was the Parking Lot GP. The driveway and fields were so saturated that even the four wheel drives were having to get towed out. Unfortunately no trophies were given for the Truck Pulls. Luckily many of the riders stayed until the end, (probably hoping the ground would freeze a little). After a long cold and wet day of riding it's great having so many people rough it out 'til trophies. □



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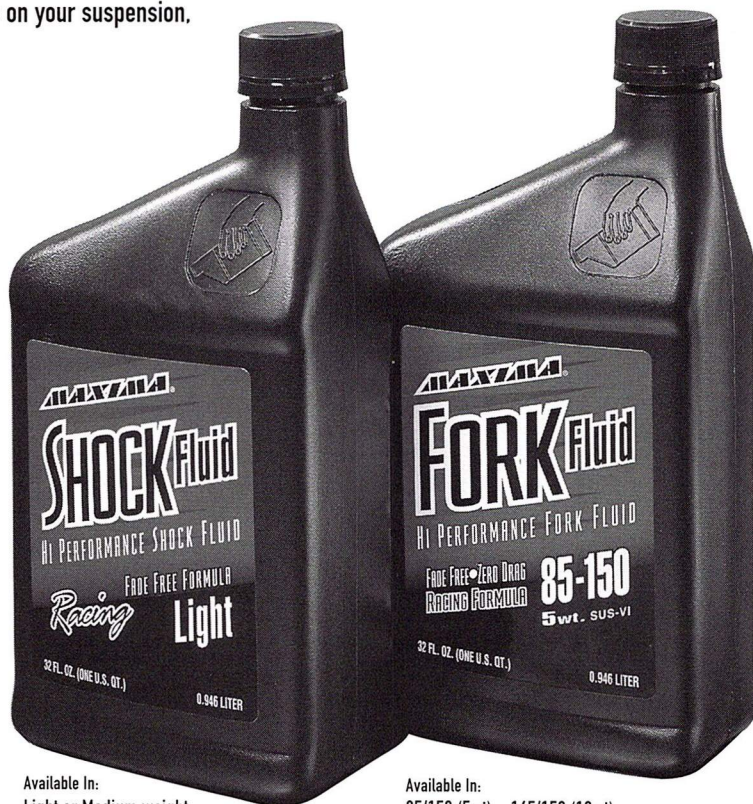


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### Dean Dickinson



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# KTM 360 E/XC

## Big bore power in a small bike chassis

We had a chance to spend a day or two in the saddle of a new KTM 360, and came away quite impressed with the manners of this new open bike from the Austrian manufacturer. The 360 fills in the line between the middleweight 300, the 440, and the awesome 550, and for a lot of woods racers the 360 is going to be the way to go—especially if you've never felt that the 300 was big enough. Sure, the 300 was the perfect way for a 250 rider to slip into the open class, but there are people out there who just aren't satisfied with their open class bike unless it really has open class power. The 360, although it is based on the same chassis as the 250 and 300, definitely has the guts to be a real open class bike.

Actually, in a lot of ways the 360 is the salvation of the 300, if not the entire midrange

er.

The 360, although at the top of the food chain in this engine design, seems to be just as heat resistant. We spent a fair amount of time clawing and hacking our way through hurricane damage in western Georgia during our ride, and although it was mighty hot for the rider the 360 never whimpered or steamed.

Like most open class bikes, the 360 already has a reputation as a beast it has to live up to. We've heard people say that you should never let the 360 rev above 6,000 rpm, that you're crazy to slip the clutch on it, and on and on. Actually, yes, it does have a rather strong powerband. We're not going to tell you to keep the revs low all the time, but we will warn you that you better know what's in front of you if you plan to rev the 360 out. Also, be sure to keep your weight forward, because when the fat part of the powerband kicks in—in the high midrange—the bike has a tendency to accelerate suddenly, to put it as nicely as possible.

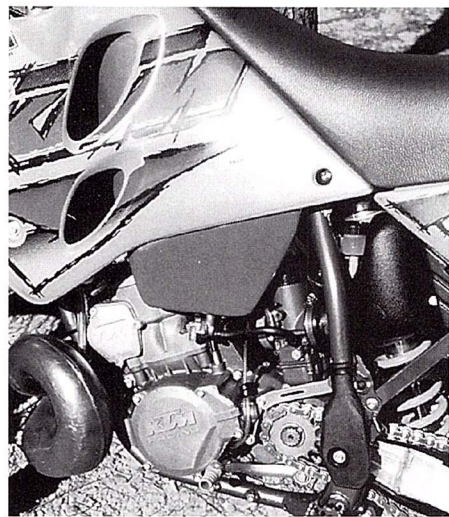
As long as there are any knobs left on the rear tire, when the 360 hits about six grand it gathers a huge lung-full of air and explodes forward like only a well-tuned open bike can. This is good, and exactly what you want if you suddenly have to leap something, or scoot up a surprise hill. However, it's not what you want if you're sleeping at the time, looking over your shoulder with your weight on the back of your seat. In these moments of inattention, the 360 will suddenly claw for the sky, and the front end will get spooky-light and possibly well above your eye level. Severe butt pain and shoulder contusions are the usual result, and after a while such a bike gets the same reputation as the meanest bronco in the rodeo.

It isn't really so. Learn to



*You can actually stay out of the powerband and ride the 360 like a gentleman, but if you like to play in the upper rev range, watch out. This is a serious, open class KTM we have here.*

ride the bike, learn to respect it, and there will be no surprises. It also helps greatly to work with the carburetor and make sure the jetting is spot-on, like our test bike was (unfortunately, since it wasn't our bike for any length of time we have no idea what jetting was in it). Without a doubt, the bottom end power on the 360 is mellow and smooth-pulling all the way to the no-man's-land of the midrange hit, and even us spodey Senior-class riders could root around in the woods all day long on the



*The new top end is based on the old 250/300 bottom end, which makes for a light, responsive powerplant. It doesn't feel at all like the 300.*

of KTM's lineup. When the KTM engineers set about the process of creating a new cylinder for the 360, they decided they were going to cast a basic cylinder that they could use for the 360, as well as the 250 and 300. Naturally, with any liquid-cooled cylinder, the engineers had to cast in enough coolant flow to keep a 360 within temperature limits, and when the same cylinder is bored to fit the smaller machines the end result is an engine that almost refuses to overheat, no matter what sort of abuse you subject it to. This is especially apparent in the 300, which we tested a few issue back. Where the pre-'96 300 seemed to be on a hair-trigger as far as overheating goes, there was nothing we could do to the '96 to get it boiling. The 250 runs even cool-



*It doesn't look different, but this is a 360, not a 250/300.*



bike, and actually enjoy it. When there was room for it, we could let it rev out and give ourselves a thrill, but most riding was uneventful on the bike. There's plenty of power, but it's easy to control. Don't worry.

Shifting and clutch action is typically KTM. The clutch is light, but tends to drag a little bit (although not as bad as bikes of old—we actually found neutral while the engine was running a couple of times!). Shifting is positive, but a little stiff. We've found in the past that if you're thoroughly mechanically inclined and highly motivated, it pays to look under the side cover and possibly take the KTM shift mechanism apart and polish all the sliding surfaces. A properly tinkered-with and fussed-over KTM will shift like the proverbial hot knife through butter. But then, on the other hand, you could just keep the oil supply fresh and after a year or so it'll also shift smooth, once everything wears-in naturally.

Starting was not a problem with this new engine, although kicking sometimes was. There is a lot of compression pressure behind that lever, and it takes a good, strong kick to get things spinning (if you don't want to kick hard, don't get an open bike). With a good whack on the lever the KTM was not a fussy starter, and it also started fairly easily when we had to bump-start after brake-stalling in the woods. No complaints about starting, no complaints about power. For really tight work in our neck of the woods you might want to lower the stock gearing by a couple of teeth, but most every stock KTM is over-g geared, in our opinion.

#### Suspension Stuff



*The 360 has the same parts and good handling qualities as the 250 and 300, but quite a bit more motor. We liked it, after getting used to it.*

This year the KTMs are graced with new Marzocchi forks. They are very similar to the Magnum 45 forks of last year, although the internal valving and spring rates are different. So far, we are mighty happy with them in stock form, which is a lot more than we

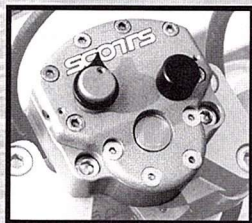
can say of last year's forks (wherein we spent a couple of weeks playing with spring rates and oil viscosity). Stock, the '96 forks work really well, and should please a lot of riders. The feature up-top adjustment of rebound and compression damping, and once you've got them broken in you can dial them into specific terrain by using different weights and quantities of oil in either side. Naturally, we are not as demanding as a top-level racer, but we'd probably fuss with the oils and levels after the forks were broken in, and then ride the bike essentially stock, and be happy. If you want the best, and are in a hurry, all the suspension tuners out there are well-versed on the Marzocchi forks, and can adjust them to whatever a rider needs.

KTM has also re-valved the rear Ohlins shock, to a slight advantage. We thought last year's KTM chassis worked well enough in the back, and after this year's valving change it feels just a little bit better. There are still controls for rebound and compression damping, so it is easily tuned for whatever you need. The stock spring set up well for our 200-pound saddle weight; lighter or heavier riders can change the spring to suit. One thing we'd like to say about this shock though, is that the Ohlins is a fine-quality instrument, and it doesn't deserve to be neglected. This is arguably the best shock absorber in the world, and if you want to make it last and continue to work great you should get into the habit of having the shock oil changed at least a couple of times a season. Most people completely neglect their shock until it breaks, and this Ohlin shock deserves much better than that.

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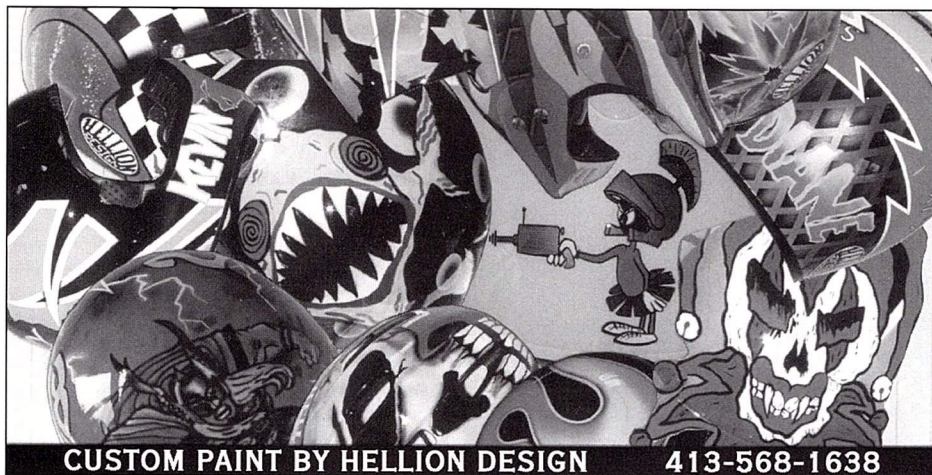
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Unlike the old 440 and the 550, the 360 is based on the "modern" 250/300 chassis, which means this bike doesn't handle at all like your KTM 440, 500, 550, whatever. The 360 chassis is a quick-turning (for a KTM....) cut-and-thrust chassis, much more suited to woods riding than the old open bike frames. As a result, the 360 feels light and nimble in the woods, and combined with open-class power it can be a barrel of fun to ride.

Naturally, fit and finish is identical to the 250/300. The same seating position is there, the same rock-hard seat (which you either like or hate—we like it, most long-distance racers like it), the same controls. It is just as difficult to get at the spark plug on the 360 as it is on the other bikes. The best we can suggest is pay careful attention to your jetting, and you may never have to change the plug in an emergency.

The 360 comes stock with Michelin tires, and we're afraid we may have given the Michels a bum rap in our 300 test, for no real good reason. Our 300, like many of the early KTMs this year, came with Michelin's version of an ISDE "compromise" tire, mainly because KTM didn't have their first deliv-

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### SPECIFICATIONS KTM 360 E/XC

Engine Type:	Liquid-cooled 2 stroke
Displacement:	353.5cc
Bore/Stroke:	78 X 74mm
Transmission:	Five-speed WR
Gearing:	13/52
Chain:	Regina o-ring
Tank Capacity:	13 liters (3.4 gal.)
Carburetion:	Keihin 38 PWK D-slide
Ignition:	SEM CDI 130w lighting
Forks:	Marzocchi Magnum 45
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Michelin MP11 90/90X21
Rear Suspension:	Ohlins Type 3A
Suspension Travel:	345mm
Rear Brake:	Hydraulic disc
Rear Tire:	Michelin MP11 130/80X18
Seat Height:	945mm
Wheelbase:	1468mm
Ground Clearance:	386mm
Claimed Dry Weight:	229 lbs.
Suggested Retail Price:	\$5898

ery of the MP11 tires that were supposed to come stock. We had a chance to test MP11s since then, and they are much better than those original "dual sport" tires on the 300. We'd rate the MP11 as a good all around tire, similar to the Metzeler in usefulness.

Finally, KTM also claims a dry weight of 228 pounds for the 360, same as the 250 and 300. We didn't have a scale handy to check, but the bike did indeed feel comparable in weight to the other bikes (the only difference is cylinder, connecting rod and piston). This being the case, for an open bike the KTM is actually rather light, and it makes a difference on a long day.

### Big Bike or No?

In the end, the choice of a 360 or not is going to fall to people trying to choose between an almost-250 300 or a real open bike. As the alternative between a 500cc anything, the 360 is a real viable choice, being that it's a lot lighter, more nimble, and much easier to ride over the long haul. Keep in mind, though, that this is a real open bike, and not a 250 with a slightly bigger bore. The KTM will stand up and howl down the trail like all the rest of the big-piston class, and do it with typical KTM style and ease. If that's the sort of thing you want, Bunky, then we'll bet you'll be happy with the 360. □

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# Trail Rider TOOLBOX

by Mark Uth

## Fork Maintenance

**S**hort of revalving (and other than clicker spinning), there are three ways to change fork action. They are; fiddling with fork spring rates, changing fork oil viscosity, and adjusting fork oil level. We've addressed spring rate phenomena in detail in this space before (TR May 95). However, spring rate is not something you want to adjust to compensate for varying terrain. See the sidebar for a quick refresher on how to determine if your bike is sprung properly. Changes to fork oil viscosity and/or fork oil height (also referred to as fork air chamber size) are the two easiest ways to change fork action. They both begin with the same basic maintenance task—changing fork oil.

While not a particularly distasteful task, fork oil often goes neglected for far too long, perhaps in part to riders' reluctance to mess with more complex cartridge type and/or upside down forks found on late model dirt bikes. Unfortunately, neglected fork oil not only causes poorer fork action in the short term, but can also lead to increased wear of sliding components and premature seal failure. Poorer fork performance stems from greater susceptibility to heat induced fade and other changes that affect viscosity, while grossly neglected oil just plain lubricates poorly and holds dirt and debris in suspension. Truth is, the fork oil maintenance drill is not something to be feared, and can certainly be handled by even the average Joe Garage mechanic in a couple of hours of wrenching.

### Oil Change Procedure

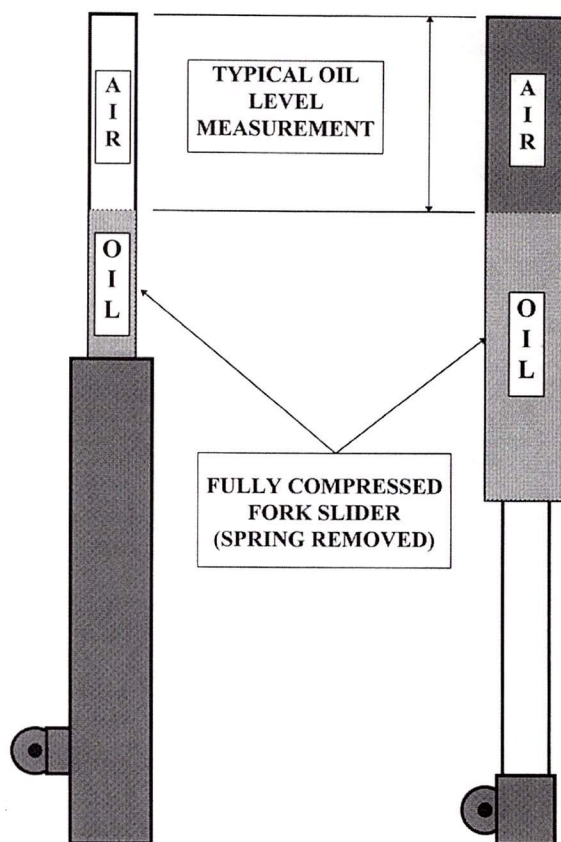
Some mechanics will tell you that fork oil can be changed with the forks on the bike. True, this is possible on some models, however, the down side is that the handlebars and handlebar-mounted controls and instrumentation often obstruct the task, negating any benefit. Best to bite the bullet up front and plan on removing the fork from the bike.

With the fork safely removed, the fork cap may be unscrewed. Be careful of potential preload that could launch the fork cap into an unsuspecting orifice (read: your eye socket). On non-cartridge, damper rod forks, the spring (and any spacers and washers) can be lifted out at this juncture—be sure to pay attention to the order in which they are removed. On cartridge type forks, the cap will be retained on the cartridge via a nut that is back tightened up

against the underside of the fork cap. While holding the fork cap with a wrench, slide an open end wrench into the spring coils and onto this locknut, then loosen the fork cap. Once loosened, unscrew the fork cap, then remove the spring (and any associated washers, spacers, guides, etc.).

Completely dump out the used oil and dispose of it properly. This is often aided by pumping the fork and/or damper rod. Better yet, set the fork leg upside down for a spell and let the leg drain. Once drained, a visual inspection is in order. Remove the wiper, and check out the seals. If there's any dirt or crud in here, now's the time to clean it out. Carefully inspect the sliders for dings, burs, dents, etc. If everything looks fine, then genuflect at your good fortune. Now it's time to add oil. At this point, you've got some decisions to make. Options as to oil viscosity and oil level greatly affect performance. An aside on oil choice and air chamber size is in order.

Changes in oil viscosity affect damping across the board, while the effect of raising/lowering fork oil level mainly affects the end of the stroke and bottoming resistance. The air chamber acts as an auxiliary pneumatic spring that effectively changes the fork spring rate as the fork compresses. Essentially, the air chamber is filled with a compressible fluid (air in your fork, nitrogen in your shock). However, the compressibility of the air is not linear, meaning that the more its compressed, the harder it is to compress it further. A higher oil level makes the air chamber smaller, making the compressibility of the "pneumatic" spring more progressive. A lower oil level makes for a larger air chamber and a pneumatic spring that changes rate more gradually. We've been talking about air chamber size here, but the amount of oil in the fork determines fork oil level and subsequent air chamber



size. Consequently, if your front end feels good over small bumps, like roots and rocks, but has a tendency to bottom on big hits, this can often be corrected by raising the fork oil level. Conversely, if your fork feels harsh over small bumps and never bottoms no matter how much trouble you get into, then perhaps a lower fork oil could do the trick. Be advised that there are limits to oil height adjustments and you'll have to consult your owners manual to determine them.

Regarding choices in oil viscosity, hydraulic dampers like your fork and shock expend energy by forcing a fluid through a restricted orifice, either damper holes or special shim type valves. Thicker fluids (higher viscosity oils) offer more resistance

## How Stiff is your Spring?

Springs are, for the most part, sized according to the load (read: weight) that they must support. Because riders are not all of the same girth, it's not uncommon to find springs unsuited for a particular rider. The general rule of thumb here is that you want the most compliant spring possible (softest spring rate) for a given rider's size. This is established by carefully measuring your fork's static sag and spring preload. Acceptable fork static sag usually falls somewhere in between 20mm and 35mm. Five to 20mm is the range most often cited for fork spring preload, with most tuners preaching less is best. Too soft of a fork spring will exhibit static sag greater than 35mm and yield fork performance that finds front end dive into corners, potential bottoming on big hits, and generally give the bike a "stink bug" posture (aft end up). Overly hard spring rates, on the other hand, will lead to poor performance over small bumps, roots and rocks with greatly increased deflection and slower steering manners.



to flow through fixed orifice sizes, thus dissipating more energy and providing more damping action. Thinner fluids, on the other hand, will flow more readily and thus dissipate less energy. If you find that your fork is too hard, and rebounds too slowly, despite the compression and rebound adjustments being set at their minimum damping settings, then a change to a lighter fork oil could solve your problem. By the same token, if your fork action proves too soft despite full hard clicker settings, then perhaps a change to thicker fork oil will compensate. Fork oils come in a variety of viscosities, from ultra light, 2.5 weight, to some as heavy as 15 or 20 weight. By experience, it seems most inverted forks worked best with light weight fork oils, leading to a TR garage full of 2.5w, 5w and 7w oils. Conventional forks like the Marzocchis on new KTMs and Huskys as well as many older conventional forks (like on our Trail King) work better with thicker oils, typically 10, 15 or even 20 weight oils. The key here is to fully exhaust changes in damping with the clickers, where possible, before resorting to changes in oil viscosity. Be advised, however, that on older forks without compression and rebound damping adjusters, this is the only method, short of revalving, to change damping action.

With all of that out of the way, add your preferred oil to the desired height. Quantity measurements can be handy here for getting in the ball park, but are not as accurate as oil height measurements. With the spring removed, measure oil height from the top of the fully compressed slider rim to the oil level within the slider. For cartridge forks, be sure to pump the cartridge full of oil, before measuring height. Some models diverge slightly from the above oil height measuring convention, so its best to consult your owners manual to confirm the exact procedure.

For measuring oil height within the fork leg, some outfits will sell you a trick oil suction pump that works just dandy. However, the same results can be achieved with a turkey baster with a length of tubing slipped onto the end. With the oil height set properly, it's time to put everything back together and move onto the next leg. Be sure to reinstall spring washers in the proper order. Cartridge forks can be a bit tricky here as the spring has to be installed over the fully extended cartridge rod, which gravity keeps wanting to compress. Some mechanics will use a length of wire or string to hold the rod up, however, the same result can be had by pushing your finger through the spring while holding and working the rod up. The fork cap gets screwed back onto the cartridge rod and locknut snugged. The position of the fork cap/locknut on the cartridge rod (or the forks spring spacer size for non-cartridge forks) affects fork spring preload. Almost universally, suspension tuners recommend minimal preload on fork springs, usually around 5mm. Final step is to screw the fork cap into the fork leg (don't tighten too much!) and reinstall the leg.

The best suspension action is always achieved after many hours of testing and experimentation. With a little practice, the fork oil change drill can easily be completed in less than an hour. Don't hesitate to repeat this process until that magical combination is attained and your machine becomes the plush-o-matic every rider strives for. □

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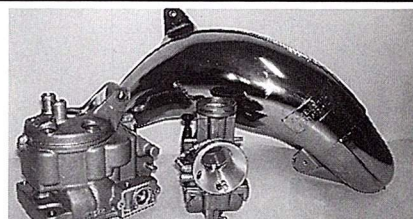
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# ICE RACE, FOR SURE

Cold oval racing with my buddy Jeff again

by Charlie Williams

**A** challenge to all players: Next year, Team Mooch/Trail Rider will have a entry in the National Ice Race Championships. We are now under construction of our hybrid racer. We have chosen a 1974 Yamaha RD 400 as our powerplant and race chassis. We have an old lawn mower wheel and some metal fence posts to make our sidecar out of. We plan on contesting in the 500cc Rubber Tire Side Car class. I would tell you more but in racing our secrets are well guarded.

Study some of the pictures and see how exotic some of the sidehacks are (then again, maybe Clipper won't run any pictures...). Maybe not heavy on technology and expensive horsepower but certainly rich in artistic style and personal taste. Yes, there were wildly expensive monster hacks with 1000cc motors all souped up and fancy looking. But there were more contraptions. I mean this in a nice way; I just



One of the few, possibly only photos of me on a half-mile ice race ever taken, and Clipper wants you to know it was the worst photo he's ever seen, and it took ten minutes of hard labor in computer manipulation before you could even see the riders. What can I say, I didn't take it, Fredette did. That's me in third place, #13 of course.

don't know a better word to describe these home made racers. Contraptions—all types of engines, singles, twins, triples, four-cylinder, Harley, Rotax, Yamaha, Honda, Kawasaki, KTM, ATK, BSA, Triumph, and everything was competitive, at least in the rubber-tired classes. The Studded classes required more money—just for tires and screws—then expensive horsepower and handling come into play. I am drawn to the rubber class.

I'm sure you are tired of me telling you how wonderful things are. The Nevada Rally? Hell, it's so expensive you can hardly afford to watch, let alone ride. GNCC? Too fast and hard for us mere mortals. Rubber Side Car? Yes! I have found my niche, my long lost brotherhood of human oddities. I want to race these men and women! I want to be one of these men and have one of these women! But most of all I want one of those weird-looking homemade contraptions to park in the garage, and

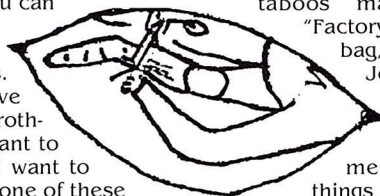
might happen and on to what actually happened. Jeff Fredette gets revenge for all my greedy mooching. Yes, Jeff Fredette is a very nice man; he is also tougher than 16 ISDEs. It just happens he had broken his knee racing me at a local enduro...well yea, he beat me, broken knee and all. But anyhow I figured if he was recuperating from surgery he would be happy to loan me a set of \$500 ice racing tires. What, did he have brain surgery? No, Jeff is really a good guy and when he saw a fellow rider in need he offered to help no matter what social taboos may be jeopardized.

"Factory guy seen with scumbag, details at eleven." But Jeff could see far enough down the trail to know that if he was generous to me I would say nice things about him in this article. Fat chance, the guy tried to kill me!

I drove to his shop to pick up



Monkey, my dog, pleaded with me to not go ice racing, saying it was dangerous and cold, and there was no proper place for a dog to sit, if I knew what she meant. Notice the concerned look on her face. I left her in the truck with a bag of Fritos.



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the tires. Unlike many bike shops that will let me in, Fred's place didn't have broken-down cars, trucks, vans, tractors, motorcycles, lawn mowers, manure spreaders (no, he's inside), pregnant wife and daughters, dirty shoeless children. No, Jeff has a very nice shop, just no signs; not even one little bitty Team Green sticker on the dumpster.

So I'm lost, it's raining, and I'm trying to call Jeff on the cellular phone for better directions when a guy walks by carrying a fork leg. I had accidentally found the place.



*My patron and close personal friend, Jeff Fredette, artfully framed behind another member of Team Carhart waiting for the start of a heat.*

Once inside Jeff has a real live motorcycle shop, just no motorcycles. Crazy how that works. He was working on one of his enduro computer sending sensors, and they are really cool, much stronger than any set up I've seen.

"Sorry Charlie, I don't have one for your 1987 500 Cagiva."

But really if you are serious about computer hook ups...oh forget it, nobody would take advice from me. "My best advice to you, is not to take advice from me." That's my motto, that's how I got where I am today. No Hooked on Phonics got me where I am right now, there must be some kind of way out of here...

Any how it was going to be more work than I had realized. Along with the expensive studded tires you are required to lower your fenders to help protect the other rider's flesh. I was beaten again. I was going home when Jeff said, reluctantly, "Well, you can ride the 500 on the half mile."

"Oh really?! Wow, that would be cool, man, are you sure? I mean, I didn't plan on backing you into a corner! I would love to ride the 500 on the half mile...er, ahh, Jeff; it wouldn't be possible for me to ride the 200 on the short track instead?"

"Nope, if you want to ride, you can ride the 500 on the half mile."

"Couldn't possibly ride the little bike on the little track?"

"No."

Doom. I have never ridden on ice, I don't trust myself on full blown open bikes, I don't have enough sense to say no, so plans are made for me to ride the "Bone

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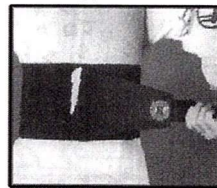
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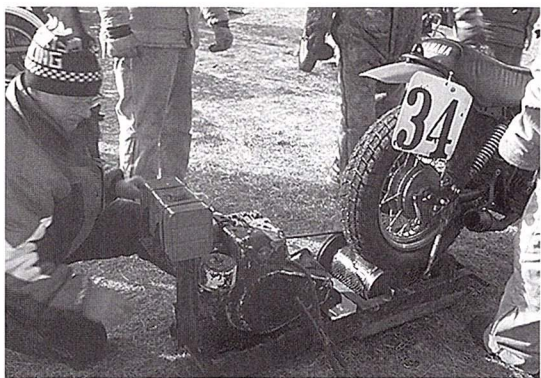
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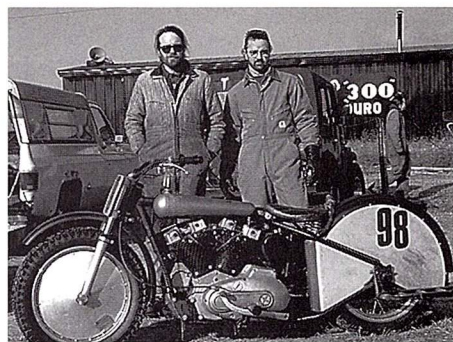
Crusher."

Closest thing I've ever had to a factory ride. I just show up with my gear and every thing else is taken care of. A world famous, Jeff Fredette-prepared 500 Kawasaki. Oh my, what will I do with all the extra time and nervous energy? I suddenly forget how to get dressed for really cold weather. Do the socks go on the outside of the boots? Better traction on ice....baseball cap inside or out side of helmet? Look, I agreed to ride a 500 on ice in the B class, that is B as in Bad brain or Bad judgment, or Bad race track experiences. Doom. B is for broken bone, busted butt, bloody bleeding body. It isn't that the B class has bad riders, oh contrair, the B classes are full of very good riders, maybe even card-carrying A riders, but line up a bunch of less than experienced riders on 500 cc racers with razor sharp screws

and tell them there is the glory of a national championship for the winner. Oh my.

It was unbelievable how hard you could stick the bike into the corners. I was flat out in fourth gear and was one of the slow guys. Almost every lap my eyes were drawn straight down to the clear ice. You could see four or five inches deep. By now the bike has drifted off the line out into the cushion, where traction was reduced by 40 percent. The only way I could turn the bike was to consciously think, "look where you want to go." I would raise my head and look at the other end of the track, and the bike would follow. Dive into turn 3, 65mph, head straight down. "Hey, wadda ya lookin' for, fish or somthin'?" Oh yeah, I need to look where I'm going, not at the concession stand.

Whew, my lap and a half of practice is over, time to push the bike across the grass with a dramatic lean to the right so as not to dull any of the 750 razor sharp screws on the left side of the tire. Tire screwing is a science itself and Jeff Fredette is one with experience; he claimed to have screwed 48 sets of tires this year. I guess if you screw one wrong, she will jump sideways at the start. Too much throttle and you could loop out at any speed. Traction was incredible, better than concrete, smoother too, although a whoop developed coming out of turn 4. Riders would get four inches of air while sideways. One poor guy got into a front end swap that left him draped over his bike just inches from the fence, at 40 MPH. He rode away, but riders paid more respect



*Vintage ice racers? Sure! Look at that machine! Wouldn't you just love to have it in your garage?*

to this one little bump. A W.E.R. steering damper would have saved him.

The club limited practice to help save the ice. The day before, on the short track, the machines had broken through the skim coat of ice and splashed through three inches of water on top of solid ice. No, you are not going to fall through and sink to a cold grave. Also, unlike the European ice racers who use the long spikes in the tires, us Yanks have come up with modified sheet metal screws, so when you get run over you don't have 30 two-inch deep puncture wounds. Rather you have 60 percent of your meat sliced and diced by razor-sharp screw heads. I was standing under the announcers tower after a bad bike crash when one of the track workers rode up to me on his quad and said, "Cut that boy up pretty bad! Tire ate right through his plastic knee guard, there's blood everywhere."

Why me? Out of the thousands of people

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*There's nothing like the feeling of letting it all hang out on an ice oval. This is my kind of racing!*

there he choose me to tell about the bloody mess. Weird stuff like this happens to me all the time. I jabbed my insurance card between my front teeth so the paramedic could find it right away.

The announcer invited the press to take rides on the sidehacks. I was first in line. They really look cool. I was directed to a 500cc studded racer with #1 plates on it, and it was red too. The driver pointed with mittened hands where to put my feet. It was bad, you were to stick your feet through these holes and there was no coming out of them in the event of a crash. Broken leg time!

We took off with no more instructions and quickly worked up through the gears in to the first turn. Being only inches off the ground with all the noise and snow it really

felt like we were flying, my weight really did keep the inside wheel down but the driver could lift me up with just a twist of the grip. The side car was very much fun, and my ride was over way too soon.

My heat came and went, I got like fifth out of 10, but only the top four went to the final. I got a good start in the semi but eventually drifted off the groove and two riders

passed me. I finished fourth but didn't make the final. Oh well, not the first time I didn't win, but I really did win because I had a real good time, got to see a lot of new interesting stuff and met a bunch of new friends who I really hope to see next year. Look for us, we will be the ones with the 400 Yamaha done in a burlap and animal hide motif. □

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# 1995 Turkey Run Wrap-up

## Part One: Working out at the Gnarly Dude and Lake Desolation rides

by Pete Ziobro

**S**ome people would rather eat worms than ride a turkey run. Yep, it's true. Some people even think turkey runs are for people who can't screw in a spark plug straight, never mind handle the demands of a challenging race. Well, some people are just plain wrong! Turkey runs aren't just for wussbags and beginning riders. They're for people who like a challenging ride, but don't like to be rushed; they enjoy being challenged at a leisurely pace. At least I do.

The goals of an enduro trail boss and a turkey run trail boss are actually quite simi-

lar. Each wants to put on a good ride that will challenge the better riders without killing the lesser ones. And each wants to establish a following of riders who enjoyed the event, and will come back again next year. Anybody who thinks that either type of event consists of just a bunch of any old trails thrown together is sadly mistaken.



Kevin "No Maps" Bonney cruises a rocky streambed on the Lake Desolation trail ride.

In a turkey run, the object isn't to get from point A to point B in the least amount of time, the object is to have the most fun doing it. Over the years, various clubs have tried to change the name from turkey run to "Funduro" or a number of other names that seemed to describe the ride better. But most riders who enjoy them don't care what they're called, as long as they keep having them. Of the 11 NETRA turkey runs that were scheduled for 1995, nine were run, and two were canceled. Of those nine, I made it to four of them, and had a great time at all. Here's what happened:

**May 28.** The first run of the year was the Gnarly Dude, put on by the Rhody Rovers motorcycle club in the southwestern part of Rhode Island. Our ride today would take us

to the Connecticut line and back. The reason for having the ride though, outside of pleasing the loyal following of riders, is to raise money for a worthy charity: the Rhody Rovers College Scholarship Fund. (No details were available on whether you had to ride a dirt bike to be eligible for the scholarship...) The starting area was the same as in years past, the Exeter-West Greenwich High School, but the club had to hold the event a couple of weeks later, since last year's date conflicted with turkey hunting season. (Geez. Didn't anybody tell the state it was a turkey run they were putting on?) The other problem they ran into, was that an observed trials club was holding a national event barely five miles away, and in the heart of some of their best riding. So rather than conflict with them, the club changed the course from last year and headed in a different direction.

Good organization at the start, no route sheet changes, so we suited up and headed out. My riding partner for the day would be Paul "I've always been afraid" Frade. The weather was nice, fairly warm and no rain.

We go on for miles of nice, though somewhat rocky trails. Hey, this IS New England, right? The only place you're going to escape the rocks entirely is Cape Cod. Still, it's not that difficult. At a snotty little spot in the trail we stop for some photos. A tricky, though short uphill, with no run on it, with the only line being between a rock and a stump (as opposed to a rock and a hard place). I won't say we had trouble there, but when we got to the top, Paul couldn't find his taillight lens, and figured he probably kicked it off on the climb.

We wait. A guy comes along and falls in it, then makes it up. Next comes Team Wazoo members Bruce Rocha and Glen Gifford. A "minor delay" and they're off, hooting and howling as they head down the trail. We head on down the trail ourselves.

At 37 miles there's an optional gas stop. We decide to go past and stop at the regular gas stop, back at the start instead. Hey, it's only 56 miles out, these four-strokes will make it no problem.

At 42 miles is the hero section. I've been here before, I know where we're going, we're going to the Rock Garden. They say that the glaciers that came through New England thousands of years ago are responsible for all the rocks being there. If that's true, they must have taken a coffee break while coming through here, 'cause there's

more rocks here, of all different sizes and shapes, than you can possibly image. And the old growth of pine trees overhead block out the light almost entirely, so about the only thing that thrives here is mosquitoes and moss. And those moss covered rocks don't offer much traction either when walking or riding, or in the case of us, when "paddling" through.

It's funny, when first starting this hero section, the woods road leading up to it is beautiful, yet deceiving. Next comes a tight twisty snotty trail with roots and rocks. Then we can see it: The Rock Garden. I'm not sure how long it is, but some people get through it in minutes, some a lot longer. (I guess they like it so much they want to stay in there and enjoy it, right?) Just getting to it takes awhile. These short flat rocks with zero traction, oh, and did I tell you that this section has been used for many rides and enduros (both local and national) over the years? So there's not much dirt left between the rocks anymore (if there ever was any to begin with!). We crash through in our usual style, passing a few people who are stopped to "enjoy" it. We make it through the biggest spot, then through the tight, twisting spot, and up the hill with the logs on an angle that just shoot you off the trails once in awhile.

But we made it through, again, and though I've never found "the easy way" through it, if there even is one, there's no complaining here. Hey, this was an optional section, if we weren't up for this "murder and mayhem", we could have just gone around it, like some others did, I'm sure.

A few miles later we found ourselves at the gas stop back at the school. Anybody who'd had enough could have dropped out here, but we were up for some more.



Team Wazoo member Bruce Rocha enjoying a slight uphill on the Gnarly Dude turkey run.



Heading back out, the route sheet said to go left on the tar road, when it should have been right. But a club member was there making sure everyone went the right way, so no harm was done. Hey, everybody's entitled to at least one mistake, right? We then headed by the West Greenwich Fire Station, the start of the clubs' enduros, and onto some really nice trails. A ways along we came to a short but steep "Hero Hill". It wasn't marked on the route sheet, but the signs at the bottom said "Heros right, sissies left" So Sally and I put our dresses on and went to the left... No, no, actually, we went straight up the hill, one of us having more success the first time than the other. Not that hard, though some were paddling.

Near the end there were some real neat, sweeping zig-zag trails through piney woods. You could really use a big-bore through here, and gas it from corner to corner. Man, wish I knew where it started so I could ride it again! A few miles later and we're back at the start.

A nice ride, the trails were a lot different than last year, which is nice, since most clubs that put on an event, whether it's a hare scramble, turkey run or enduro, only have a certain amount of trails in a given area, and have to run the same basic ones year after year. The ad for the event lied. But it was a good lie. They advertised 60-70 miles, and it turned out to be 72 miles, so it was nice to see more instead of less, and I didn't hear anybody complaining. (Thought I was going to say something bad, huh?) But there are few if any complaints. Good arrowing, route sheet mileage is spot on. No hassles with the local or state authorities. And it seems remarkable that they can put on that many miles considering that there is NO legal riding in the state of Rhode Island. Period. Just by special permit, like the one they got for this ride.

The club raised almost \$3,000 towards the College Scholarship Fund, with about 125 riders turning out, which is down from last year; but probably had to do with it being run on Memorial Day weekend this year.

Still, if you're looking for a nice ride, this is it. Plan on being there no matter what day it's held on; I will. And thanks go out to the trail bosses, Layne Derby and Lloyd Patterson, and therest of the Rhody Rovers for all their fine work.

**July 16.** The Lake Desolation Trail Ride, held in upstate New York, near the Vermont border. Put on by the New England, New York Coalition and the New York Trail Riders Alliance, it's part of the 3,000 mile(?) trail system we keep seeing advertised in the NETRA newsletter. Wow, can there really be that much riding up there? Figured we better check it out, right?

My riding partner for the day was Kevin "no maps" Bonney. Leaving from just south of Boston it was quite a hike out there. But we were prepared, right? The conversation in the truck went something like this: What route is this place off of anyhow? I dunno, get the map. What map? Don't you have any maps in this truck? No. You mean to tell me that you drive down to Charlotte, N.C., five times a year and you don't have any maps? Nope. He laughs, then produces a cellular phone. We get out the NETRA newsletter and dial the NETRA office. The answering machine gives us directions. Okay, next exit, right here. Whew! Thank goodness for those cellular phones bailing out us unpre-

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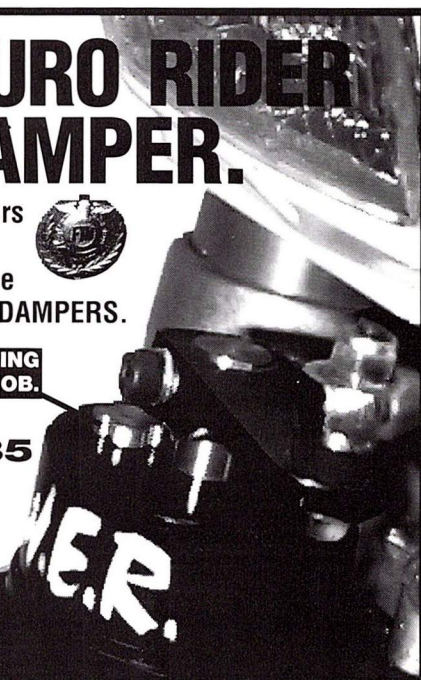
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pared riders.

We arrived right at the ten o'clock cut-off time for starting. The nice guy in the gas truck stops, and comes back to get our gas cans. Don't bother I tell him, we'll gas up at the gas station. There IS NO gas station he tells me. Boom. Reality hits me in the face like a 2 by 4. Oops, I guess we should have called the number in the ad first for more info before driving all the way out here, huh? "No maps" saves the day, though, by producing a couple of half full gas cans from the cavernous recesses of his enclosed trailer. We hurry to sign up. Wow, we're late and they're even glad to see us!

All kinds of goodies are piled on us at sign up. In fact, a whole bag of stuff! And everything was in that bag, like bike accessory catalogs, stickers, post-it paper, and even a first aid kit (gee, I hope they're not telling me I'm going to need this!). I check it out more closely. For minor cuts, burns and insect bites, it says. Good, as long as they're not preparing me for multiple fractures and contusions, I guess we're all set.

We suit up and quickly head out, not want-



Paddling up the top of the Heroes' Hill in the Gnarly Dude. Some of it is tough, but it's all fun.

ing to impose on these nice people any more than we already had. We left out of the back of the field at the start. The first section had some neat, sharp cut backs over and around some small hills. Then we passed through a tunnel that went through the side of a hill. The watermark on the walls showed that it was probably half full of water at some time in the year. (Hmm, kind



Riders were treated to this tunnel on the Lake Desolation trail ride. What do you mean, your lights don't work?

of glad it's dry today, and passable.) Later, we gassed it through a field, where club members were stopping us at the tar road, which came up abruptly at a right angle to the end of the trail. Thanks guys, I'd rather not get flattened out here by a car who never saw me!

We pass a few riders and now I know we're not holding the sweep riders up. (Somebody else is.) Some of the sections take us on tar roads around some lakes. A mini-hurricane or something passed through here the day before the ride, and we have to duck under low telephone lines on the road. We also see some poor souls cutting up large trees that in some cases have come crashing through their homes. But out on the trail there's no problems. No more blowdowns out there than any other ride, and probably less.

Some sections have large stretches of tar and dirt roads, and we start wondering if we're on a dual sport ride, not a turkey run. At 31 miles we reach the gas and food stop. We feed the bikes first, then on the advice of a club member, decide to go inside the restaurant.

Wow, neat place. And they don't mind people tromping through here in riding clothes either. (Seems they're used to dirt riders and snowmobilers as well as ordinary people coming in here.) A quick meal and a chat with the sweep riders and we're "on the road again."

Somewhere along the trail we passed the ruins of some kind of old building. We would have stopped, but we were kind of behind schedule. Forget cursing all that tar

& dirt road, the payoff came soon: A nice section of trails, with no roads, for probably 20 miles! Some trails were a little overgrown, and a blowdown got me in one of those sections, but hey, that's what we're here for. After the blowdown was a nice rocky stream, and then back into the woods. Great stuff, man. Great stuff!

Another 10 miles of tar and dirt roads, and we're headed back to the start. Backwards now through all that neat stuff that we rode in the beginning of the ride. The tight switchbacks, the tunnel, all that good stuff. It was well worn in by now, and "no maps" could follow it even though he didn't have a route sheet (holder). Hey, he doesn't bring maps,

why should he bring a route sheet, right? Finally knowing where he was going, he blasted ahead and left the old "donut man" in the dust.

Back at the start we checked in and were given more great stuff. "No maps" got a neat FMF T-shirt, and I got an FMF hat, which is what the club gave out instead of awards. (Wow, finally an award I can really use!) Then they fed us with some great barbecued chicken and the fixings, and some local bottled water.

A good day of riding; no problems, no hassles. About the only criticisms I had was with the large amounts of tar and dirt roads. But the club tells me that since '95 was their first year, they're going to work on it to try and get more permission from the lumber companies and other people up there so they can stay in the woods more.

Along with the turkey run today, a dual sport ride was also held, using an easier course. The turnout for that ride wasn't very good though, and the club may just hold it as a turkey run only in '96. With everyone complaining all the time that "there's no place to ride", it seems a shame that more people didn't come out to this ride. They only had about 60 riders total, and despite my complaints about the road sections we still had a great time, and plan on coming back out here again.

So, thanks to the trail bosses, Ron Ritchie and Dan Haffey, and Gary Fisher and the New England, New York Coalition and the New York Trail Riders Alliance for the fine effort they put in on this ride. See you all in '96! □

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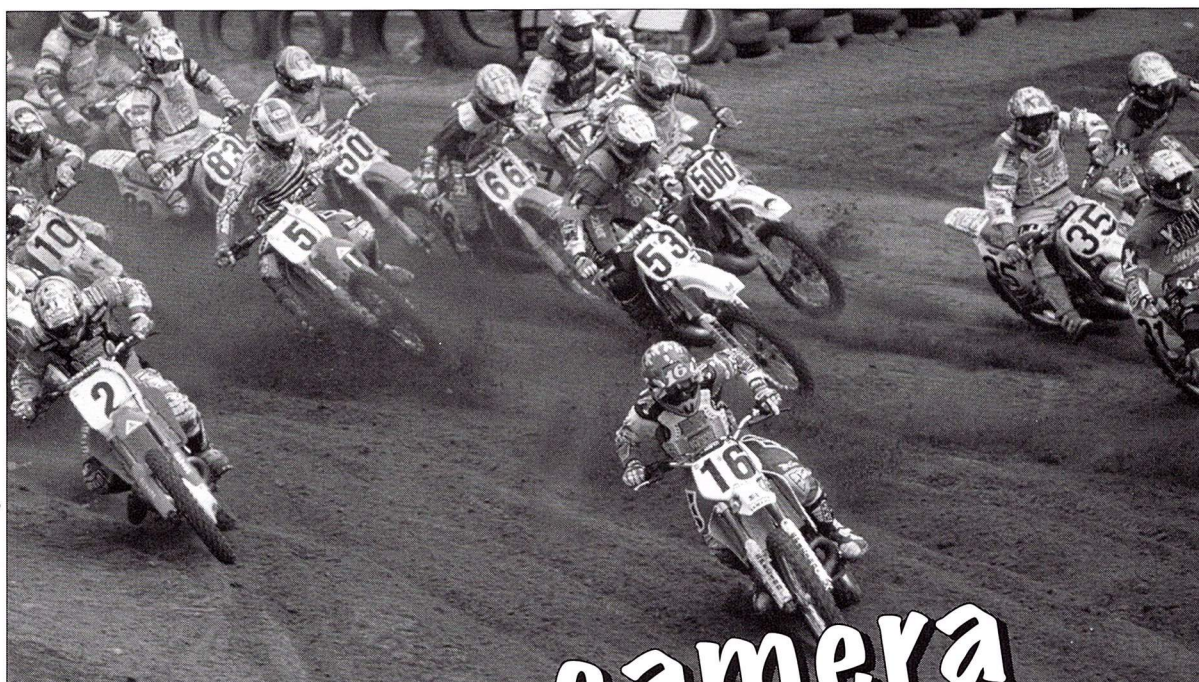


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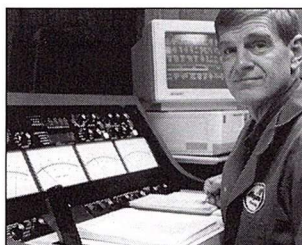
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# Marzocchi Forks

They're easy to maintain once you learn how. Here's our half-hour lesson.

by Merrill Hoekstra

**M**arzocchi forks have been generally well-received since their introduction on the 95 KTM's, but like anything else, you know you ought to work on them more often. Whether your forks are modified or not, a few relatively simple chores can give them longer life and better performance—and save you some money to boot. In an effort to be different from the others, Marzocchi has designed their units in such a way that average people with ordinary tools can work on them.

The reality is that Marzocchi's dirty their oil

ing and refilling them is not enough.

In order to get a better handle on Marzocchi care, we visited the suspension shop of Jeff Slavens in Colorado Springs. They walked us through an oil change and gave us some tips for keeping the forks working well. Since the '95 and '96s are nearly identical inside, the procedures we'll describe work for both models.

After dismantling the wheel and pulling the forks, remove the caps with a 36mm wrench. Then compress the spring enough to detach the cartridge from the inside of the fork cap with by loosening the jam nut with a 19mm wrench. If you want to know

cartridge. The bolt is a 10mm Allen head, and if it has never been removed, you may have to strike it with a hammer and socket extension to free the threads. An air impact wrench is helpful here, but we got the bolt out with a standard ratchet after a couple of hammer blows.

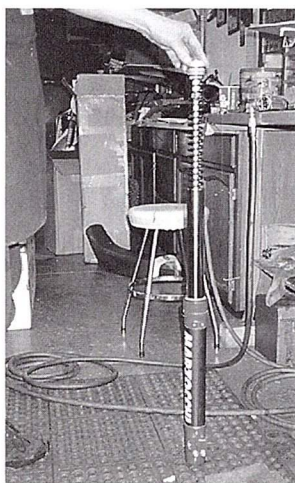
With the cartridge out, you will need to separate the upper and lower cartridge pieces to clean out the valve stack where contaminants are easily trapped. To separate them, hold the assembly upside down and press your thumb down on the foot valve (the threaded part) at the base of the lower cartridge. It will pop down and reveal a circlip which, once removed, will free the male slider. You will have to unscrew the jam nut to get the rod all the way out. Now you have the valve stack out and can remove it using a 17 and 13mm wrench on the rebound side or 17/15mm on the compression side.

Make sure the lower (female) section of the cartridge is clean and free of any metal flakes, and that the holes ('95 and '96) or slots ('96 only) are unobstructed. When you hear of a tuner "modifying a cartridge," this is where the artistry takes place. Changing the size or location of these holes affects damping in specific ranges of fork travel, while "revalving" affects the entire range. You are holding the valve stack in your hand right now. The collar around the base of the cartridge which serves as an anti-bottoming device probably fell out while you were draining the oil. It restricts oil flow through the four large holes in the base. Be sure that all the holes in the cartridge are clear, and clean all the small parts with contact cleaner. Metal flakes often show up in the areas in and around the valving shims, so be especially careful here.

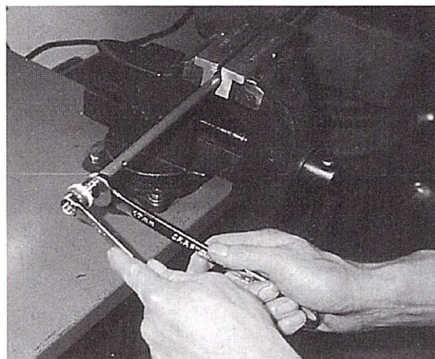
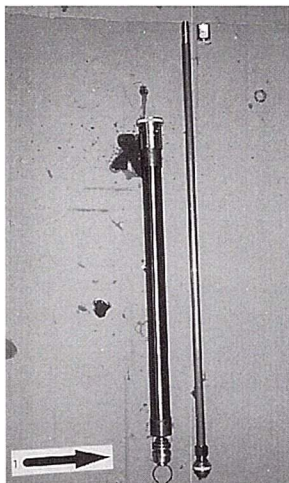
After you've sufficiently cleaned the fork internals, use the old "reverse order" to put them back together. Decide what oil level you want to run, and fill the oil prior to installing the fork spring. You'll need to decide what spring preload you want, and carefully set the spacer in place before filling. Slavens has had the best results with 7.5wt oil in the compression leg and 10wt in the rebound side, which comes too lightly valved for most riders. For '95 forks, set the oil level at 175mm, and 140mm for the '96s.

The Marzocchi forks are designed with easy maintenance in mind. There are no parts permanently peened shut, and you don't need any special skills or tools to do what we've outlined here. Remember, these forks were built by ordinary humans, so you shouldn't be intimidated by them. Now, get to work.

We'd like to thank John Old, a suspension technician at Slavens Racing in Colorado Springs for pulling apart a couple sets of forks for our camera. Slavens can be reached at (800) 441-7904. □



From right: The '96 fork leg on the right is shorter, making for better rut clearance. This is as far as you need go to change oil, but it's better to disassemble and clean. A 19mm wrench holds the damper rod while you remove the fork cap, then slide the spring off the damper and remove the bottom bolt to disassemble.



Left: A circlip holds the footvalve and closes the bottom of the damper cartridge. The actual valving stack is at the end of the damper rod (top).

a little faster than their inverted cousins, and their layout makes oil changing technique more important. There are enough small passages hidden in them that more disassembly than normal is necessary for a proper oil change. Simply drain-

refill the forks later.

Once you've poured out the oil, if you were to simply refill them now, you would have missed most of the real pollutants which are still trapped inside the fork. To get to those, remove the bolt on the bottom of the fork that holds the cartridge rod into the outside female slider, and remove the

what oil level you already have in your forks, it is important that you pull the spring, since the level is set without it (leave the preload spacer in, however). The Marzocchi book recommends 190mm down from the top, depending on riding style and terrain. You will probably want more oil when you go to



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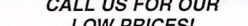
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###### ENDURO 4



# Festival Mountain III

A New York event with great terrain that's big on fun

Late last summer the Hudson Valley Off Road Riders hosted their third edition of the Festival Mountain hare scrambles. Tucked away on top of a hidden hill in Ellenville, New York (you'd never find it if it wasn't arrowed), the HVORR has carved out a course winding through tree-filled hills and ravines that is second to none in the "fun" category. Its popularity is obvious by the crowd of riders the event draws, many from NETRA, regardless of the fact that the event pays only New York

problem, along with the high air temperatures. To ease up on the dust problem, HVORR members cut a long new section of trail through the woods on a thick hillside, and if you didn't keep your wits about you it was a real simple task to get lost. Most humorous were the MX riders who came out to try their luck. Once in the woods they would blast by every arrow like they were going for the double, only to note at the last minute that the arrow pointed left. Or right. And that a laurel bush the size of a Volkswagen was about to swallow them whole. By the end of the event they had a well-defined path through this new section—you could either follow the trail, or the litter of plastic parts pulled from errant machines.

Chris Smith and Ross Benson battled for the lead through most of the event, and in the end Smith emerged victorious. Smith and Benson led the AA class, followed by Michael Moore, Chris's brother Drew Smith, and Scottie Rich filling out the top five. The only other "A" class in NYSSH is just that, the "A Bike" class, and that was



Ross Benson is a top finisher in New York's District Four hare scrambles series. He finished second at this race.



Chris Smith used Festival Mountain as a warm-up to the '95 ISDE.

Hare Scrambles Series points. Riding for fun? Why not!

The key is the course. HVORR put together eight or nine miles of trail that varied from open, fast rocky two track to tight bar-to-bar woods. The first two times the club ran the event was in perfect conditions—just after a rain and traction was perfect. This past year we were in the middle of a heat wave and dust was a definite

won by Scott Chapkovich. HVORR awarded a number of trophies in the other motorcycle classes, all listed below.

Bottom line is this: when the Hudson Valley Off Road Riders put together a hare scrambles, if the weather cooperates you're assured of a good time, and a great ride. This year they are hosting a dual sport ride in the fall, which is also a great time if you can stand a weekend without competition. Watch out for the HVORR in the Where to Ride column, and we'll see you at the Festival Mountain next year! □

## Festival Mountain III Chris Smith Overall Champion AA

1. Chris Smith
2. Ross Benson
3. Michael Moore
4. Andrew Smith
5. Scottie Rich

## A

1. Scott Chapkovich
2. Kevin Hovanec
3. Michael Johnson
4. Kevin Reed
5. James Denk

## A Veteran

1. Philip Carlin
2. Rich Graham
3. Richard Heins Jr.
4. Rick Wychunas
5. David McCall

## 200 Amateur

1. Jeff Orneck

2. Steve Deyo
3. Douglas Schloegel
4. Martin Scheffler
5. Richard Brunelli

## 250 Amateur

1. Lenny Scialpi
2. A.J. Snoop
3. Michael Sigety
4. Jeff Chubay
5. John Voight

## Open Amateur

1. Steve Anderson
2. Ken Poemer
3. Thomas Glennis
4. Chris Wyckoff
5. Bruce Unger

## Open Novice

1. David Walker
2. Kevin Bolles
3. Bill Neteger
4. Rodney Cyrulik
5. Stephen Delely

## Veteran B

1. Michael Baldwin
2. Patrick Cahill
3. Charles Insel
4. Robert Howard
5. Charles Keddan

## Senior

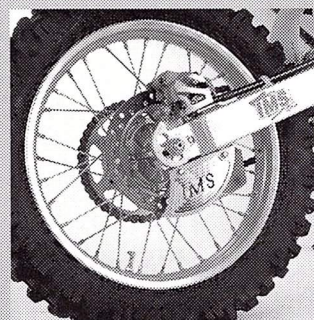
1. Wayne Fontanazza
2. Thomas Marsh
3. James Schmits
4. Jerry Lynn
5. Robert Hertel

## 200 Novice

1. Daniel Brown
2. John Delely
3. Kevin Hyers
4. Morgan White
5. Steven Pakusch

## 250 Novice

1. John Stewart
2. Kenneth Kollmeier
3. James Stockhouse
4. David Murray
5. John Cormier



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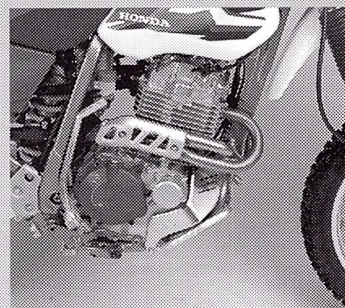


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93 CR250 ..... 11.09

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95 CR250 ..... 340.38

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92-95 CR250 ..... 67.93

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95 CR500 ..... 86.32

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95 CR125 ..... 165.26

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90-91 CR125 ..... 13.48

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90-95 CR500 ..... 12.32

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92-95 CR250 (L) ..... 128.74

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90-91 CR500 (L) ..... 181.74

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94-95 CR500 (R) ..... 227.71

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# Toys For Tots

A generous ride at Myles Standish and Freetown State Forests

by Pete Ziobro

**D**ual Toys for Tots rides? Yep, that was the plan for Jeff Bauer and the Pilgrim Sands Trail Riders, as they put together their annual event to collect toys for needy boys and girls. Why just have one, when you could have two, and collect twice as many toys? It is twice as much work, but well worth the effort they thought. And with the talk of the state of Massachusetts probably closing these parks to ORV's in 1996, well, they figured they better use the trails there while they still can.

So with all the permits and bureaucratic B.S. out of the way, the Club set out to host events in two neighboring state forests, on consecutive Sundays. The first ride, on November 26 was held at Myles Standish State Forest, in southeastern Massachusetts, very near Plymouth Rock, where the Pilgrims landed nearly 400 years ago. The terrain there is mostly sandy, with some roots and not many rocks (although the Pilgrims managed to find one).

We went to the desk to sign up. Santa Claus was there, and so were the men in green. We signed up and got our free coffee and donuts. A sign at the desk pointed the way. "Toys for Tots, Cash for Cops" the sign read. We dropped our toys off for the needy children, and threw a few bucks into an overturned helmet that was left there to take donations to help pay for the two cops the club was forced to hire in order to get permission to put the ride on. Yes, while Santa Claus was there, the state played Scrooge, and made the club hire two environmental cops to oversee them. A real slap in the face when you're putting on a ride where you're not even making any money!

All signed up, we suited up and got ready to ride. Four riders next to me are standing there staring at a bike. Oh, I see the problem, no registration, huh? Ah, excuse me guys but this is 1995, and you know better than this, especially at a public riding area. And they had reason to worry, 'cause the EPO cop at the end of the parking lot was checking registrations before you could head out on the trail. We checked out fine and were on our way.

The trail we would be riding was the marked motorcycle trail system loops. Originally cut by the Pilgrim Sands Trail Riders 20 years ago at the request of the state, it has been changed many times to route away from "sensitive" areas. Still, the long loop is 25 miles long, and the short one about half that. We chose to ride the long one. The first ten miles were hard, no doubt about it. The long and deep stretches of whoop-de-dos will definitely keep you on your toes. But after that it got better. (looks like it's time to send Mel Lill's trail grooming machine back in there again!)

The event attracted riders from as far away as the other side of the state, and even NETRA Administrator Jerry Shinnars, up from Connecticut. And at the road crossings on

the route, various PSTR club members like Gordie "The Bear" Coyle and Glen "The Prez" Bauer were watching that we didn't get run over, or vice versa.

Back at the start, we talked with trail boss Jeff Bauer about how the ride had gone off. He said that they had collected about 50 toys, and that the EPO's had cut them a break and charged for only three hours instead of the five they originally wanted. Feeling that we're all going to be kicked out of the forest there in '96, Jeff said: "They felt sorry for us. Like they were granting a dying man his last request". Whether the sign



Sign-up and some of the toys at Myles Standish, above, and Freetown, right.

shamed them, or they felt charity in their hearts, at least the club got somewhat of a break. And some local, deserving kids got some toys. And what do trail riders give for Christmas? Well, miniature motorcycles, of course!

The following weekend, Dec. 3, the Toys for Tots ride was held at another local forest, Freetown State Forest, about 20 miles south west of Myles Standish. Once again, all you had to do was sign up and donate a toy to ride. The starting area was Clarkie's Farm, the start for many events that the club puts on there every year, like the Monahan Enduro, and Clarkie's Mild Ride and Wild Ride hare scrambles. Having the start there instead of at the motorcycle parking lot in the State Forest made more sense, since there was heat and lights and running water. And you can do more of what you want without the state sticking their nose into it. Leaving out of the back field, the riders could easily get onto the state forest Trail System loop.

So, after signing up, donating my toy, and ingesting enough donuts to kill a small dog, I figured I'd better get out on the trail and work some of this off. (Hey, they were free!)

And what trails they were! Full of twists and turns, over stone walls (and through some stretches of rock that seemed like stone walls!) and over some of the neatest bridges around. One bridge, in fact is over 100 feet long! Even though it's only a short drop to

the swamp below, we were careful not to gas it while we were on the bridges, as those wooden planks can be slippery when wet.

Further along there was a neat, but steep, flat rock face that you could climb. It was only about 10 feet up, but then had another rock at the top. Most guys in the group made the first one, but got stuck on the second. More rocks and mud followed, and that good old black dirt, too. Yep, none of that sand crap around here!

The ride finished back behind Clarkie's place, and we headed in feeling satisfied that we'd finished the challenging 22 mile ride. (Sure felt like more than that!) The club had the grill fired up, and burgers and dogs was a cookin'; and this time the donations paid for the food, not the cops.

According to trail boss Jeff Bauer, the number of riders was twice last week's showing. Hmm, I thought the attendance would have been lower since the NETRA Sanction Meeting was also today, but that wasn't the case. With about 80 riders attending, plus a

few people who didn't ride also donating, there was a pretty good haul of toys. In fact, the Forest Supervisor there, Steve Bates, also came down and dropped off some toys. Way to go Steve!

Santa

couldn't make it to this second ride, (hey, he's busy getting ready for Christmas, you know!) but thanks to his elves, the working members of the Pilgrim Sands Trail Riders, he made a pretty good haul of toys over the two weekends.

What were the final thoughts of the Trail Boss? Well, he wished that it had snowed, to make it seem a little more Christmas-like, and he hopes that next year there will be a larger turnout. But he vows to put it on again in both locations no matter what. In his words: "Even if they do close down the state forests to ORV's, I'll still put the rides on. If it comes down to breaking the rules so poor kids can have toys, I'll do it!" Bold words from a bold man.

So thanks to the Pilgrim Sands Trail Riders, a man named Clarkie, and the usual generous trail riding community, needy kids got toys for Christmas this year. Let's hope that these trails aren't closed to ORV users in the future, because that would be a real shame for all involved. See you in the woods...

If you would like more info on the Pilgrim Sands Trail Riders, or are interested in joining, please call Glen Bauer at (617)659-4545 after 7 PM. □







# The New England Championship Enduro



June 9, 1996

Four Town Fairgrounds, Somers, Connecticut

Arrowed from junction of Route 190 & Route 83 in Somers, Connecticut

Keytime 9:00 A.M. • Brand-X Rules (Modified AMA Rules)

24 MPH Average • NETRA Sanctioned • AMA Sanctioned

Primitive camping on site Saturday night. Full breakfast and food available (try the chili),  
provided by the Rams M.C.

**Pre-entry:** \$23, Post-entry: \$25 • Pre-entry deadline June 2, 1996

Make checks payable to: Rams M.C., Inc.

**Mail entry to:** Joe Eaton, 281 Stafford Road, Mansfield, CT 06250

**Tech Inspection:** All bikes will be inspected for valid registration, insurance and license. No exceptions. Sound test will be given! AMA membership required, AMA applications and membership available at sign-up.

**Course:** This event is for everyone. "C" riders will have a great time this year. Return of the 400 acre farm, with all new trails and grass tracks. Minimal road mileage and shortened "C" course. The Championship Enduro is going to be "The Year's Finest Event." This is a must-ride event for everyone who likes to have fun.

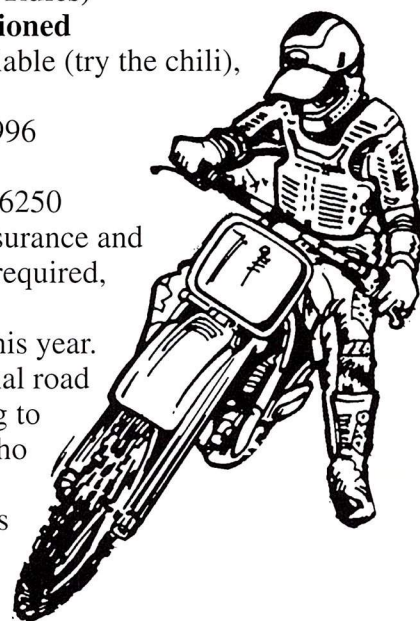
Come ride NETRA's easiest enduro! Given the weather and terrain, this is the easiest course we can make.

We have the best finisher rate in all of NETRA!

**No enduro test necessary! ECEA, NETRA, all riders welcome!**

Information: Call Mark at (203)763-1397, leave message

**ECEA Riders: This is a great warm-up for the Rhody National!**



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PHONE \_\_\_\_\_

NETRA MEMBERSHIP NUMBER \_\_\_\_\_

**ABILITY CLASS (CIRCLE ONE):**

A B C W SS GS

4ST Ban. Light Heavy Vet. Sen.

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OTHER CLASS YOU  
ARE ENTERING:** \_\_\_\_\_

**MAKE OF BIKE:** \_\_\_\_\_

**EVENT:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**ORGANIZER:** \_\_\_\_\_

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

**SIGNATURE** \_\_\_\_\_

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

**PARENT (OR GUARDIAN)** \_\_\_\_\_

\_\_\_\_\_, SS \_\_\_\_\_, 19 \_\_\_\_\_

Signed and sworn to by the above parent (or guardian) before me.

**NOTARY PUBLIC** \_\_\_\_\_



# Daniel Boone's Shoot Out

Machine gun shoot enduro weekend: riding on the 50 caliber enduro pace

by Charlie Williams, Bizarrologist

Our scene is somewhere in the back country hills of Kentucky, on one of the first cool autumn evenings. My guide and I arrive at the Knob Hill Gun Club just before dusk. Traffic is slow in both directions, parking is a free for all. My first visual treat was the flame thrower display. I expected some type of sexually disoriented catapult, but these things are the pyro's dream come true. Imagine having the power in your finger to throw a flame ball I could only compare to riding behind Terry Cunningham when he rode the 500 automatic Husqvarnas, or perhaps think of yourself as a cigarette butt in a urinal. That's all the longer a flame thrower lasts too. Kinda like everything else good, it never lasts long enough.

The announcer crackles to life and clears the range so as the targets may be set.

We head to the gun show under the circus tent. The bright lights were disorienting, my ears felt boxy, people milled about moving like characters from a Johnny Quest cartoon. Most everything looked foreign to me. Sure, I could identify riffles from pistols, but beyond that a lot of the displays made no sense.

"Hey Shaft, what's that?"

"Looks like something old and broken," he said with deep authority.

"I know, and it's marked 22 thousand dollars!"

"I told ya, don't even show up here with out a bunch of money to blow. Hell, a box of ammo for my pea shooter AK47 cost \$380!"

Another thing that had me out of sorts was the secret uniform dress code. Camouflage replaced tie dye, combat boots replaced sandals, flannel shirts replace bjas. Styles of glasses play a big role, along with ball caps and berets. Fingerless gloves fit any occasion, but I looked out of place in my clogs, tie dye and Dr. Seuss hat.

There were gun men in full military regalia, like Lieutenant Colonel Evert Baxter, retired, from Fort Lauderdale, Florida. Baxter stood legs spread wide, arms crossed his chest while his wrinkled bald head barked out orders and chewed cigar butts. He led five well-trained soldiers handling his own private arsenal. I'm not talking little guns either—don't show up with your Uzi or other briefcase pellet gun. If your gun isn't mounted on a tripod with a case of ammo hanging off it you're a pussy! True, there were many hand held automatic weapons, but they seemed weak. Compared to their bigger tripod-mounted brothers, they were handled like toys and respected like a Vespa.

The speaker crackles to life in a sweet

A belt could be changed so quickly the gun wouldn't miss a round. On one end of the line out in the dark were a couple of army trucks with big guns mounted on the deck. One of these guys fired his gun so long and so hard the three and a half foot barrel glowed red from end to end. I stared amazed, wondering when the barrel would collapse and the giant gun start spewing chunks of molten steel into the crowd, 58 grains every three-quarters of a second.

The explosives technicians returned from arranging the targets: eight 55 gallon drums filled with gasoline. Between each drum there was a dynamite charge marked with a burning red flare. The announcer instructed the gun men to aim at the flares for the most dramatic ignition of the gasoline. I

elbowed my way up to the fence and got to watch the dress code in action. A circle of flannel shirts with grizzly beards stood around joking. A doctor-looking guy in a zip-neck sweatshirt tried to work his way into the circle, the flannels ignored him. Doc schlepped around and tried again, this time breaking up the circle and leaving him standing alone. Doc moved over and started talking to a guy who looked like Frazier Crane. Frazier knew better than to infiltrate the flannel ring, he stood aside tinkering with his guns. "Little Fat Guy" and his wife "Little Fat Guy's Wife" (that's what their ball caps said) arranged cases of stuff and worked at a fevered pace

doing who knows what. Kinda like a motorcycle race, where the experts work on and adjust their bikes while the rookies stand around, swill beer, and wonder just what the hell sag is. That's how far your belly hangs over your belt.

So at the stroke of 7:38, the announcer declares the range clear and to open fire. The human ear is too delicate of a device to register the noise. The noise from 200 guns firing simultaneously was more felt than heard. The concussion plowed its way past the ear drum, past the hammer and anvil,



UNIFORM DRESS CODE

southern twang.

"If ya'll wanta staid on tha roof, at's ohkay, juss stay off the angled part. An please, no pushin."

150 yards of plastic snow fence was used to separate the crowd, from probably 500 automatic weapons of all sizes, personalities, and their masters; and of course their personalities.

Gun men sat on sand bags, and sand bags sat on tripod legs. Help would ferry ammo from one of the 200 stacks of ammo crates arranged as work tops as well as furniture.



Big gun fun in Kentucky. Too bad you can't hear the noise. Too bad you can't feel the heat. This is almost as expensive as enduro riding!



ripped its way through the inner ear canal straight to the brain. The brain is quickly overloaded and my body just stood there and rocked back with every explosion. KA-BOOM! Goes a dynamite charge and its respective drum of gasoline. Flames shot 150 feet in the air and the heat could be felt on my gawking face. KA-BOOM! goes another. Guns fire constantly, tracer bullets plot their courses, shells ricochet and make that cool noise on their new path to the heavens. Communications were reduced to rudimentary hand signals.

There would be lulls in the action where only five or six guns would plink or rat-tat-tat away while others reloaded. Then the big man started firing the 50 caliber. This gun made the other guns look weak, like they merely tossed their bullets at the target. The 50 caliber was throwing overhand fast balls, burning up anything in its path. This is the gun I want to ride my bike like, straight, fast and true. I would soon have my chance because the second part of our adventure was the Daniel Boone Enduro in Princeton Kentucky.

In typical Mooch fashion we arrived at the club grounds 20 minutes before key time. We stumbled out of the truck, beer bottles, jerky wrappers and snuff containers fall out both doors. The lady at sign up is more concerned with our late arrival than we are, so she gave us a late number.

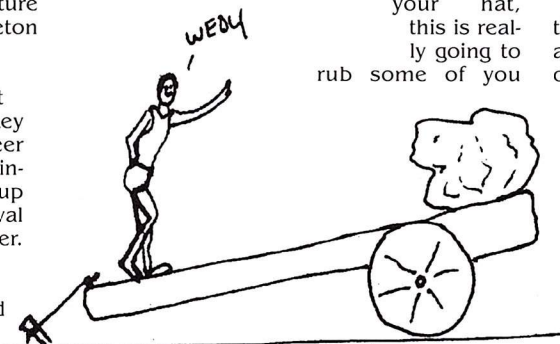
"17, that's late?"  
 "It's the last row we have open."  
 "Fine, no problem, we'll take it and I'd like a cup of coffee and a doughnut please."  
 "You had better hurry."

"Okay, okay, we're leaving."

I'm not going into race details. I'm not a reporter, I am a reflector, so allow me a moment to reflect my feeling about this race. This is the last time the club is going to be able to host an enduro. Loss of land if the reason. This was the club's last hurrah, almost a protest enduro telling the world they don't want to stop but they are being forced out by land grabbers and legal bureaucracy. To me this is sad and I feel a loss. What will we leave our children if we lose all our enduros in our generation?

We rode on. Kentucky has wonderful trails. If you've never ridden there you need to add it to your list. Kentucky has dirt and rocks, trees, hills, creeks and hollows. The leaves were changing this weekend and the forest floor was carpeted with their patchwork of reds, golds, and yellows. A perfect fall day; like the flame thrower, it was over all too soon.

The scores were posted. Now hold on to your hat, this is really going to rub some of you



FLAME THROWER

the wrong way, please don't stop and put the magazine down, it is important that you finish this article since it has a message within. So here you go: I won! Yes me, the Overall winner, first place, numero uno, High Point Champion. I got the goods, a three and a half foot tall trophy and a replica Daniel Boone musket, with a plaque proclaiming the owner as being the "Overall Winner of the Daniel Boone Fall Enduro." Now I can hear readers gagging, dumb-founded in disbelief. How could the enduro police let such an atrocity happen? I don't deserve an overall trophy, I don't ride with the supreme confidence it takes to lead the pack, rather I ride in a state of "What if?" What if I hit that tree? What if there is a monster behind that bush? What if there is a thousand foot cliff over that rise? What if there is something hidden under that leaf? Or that leaf? Most of you may relate. Then there is my ignorance about timekeeping rules. What if there is a check in there?

Squeaky nasally voice of pro guy: "Well, there can't be a check in there, you see we are within three miles of a known control, on the upswing of the second hand on a Sunday after the 11th in a month with a letter R in it."

"Are you sure? What if?" The pro guy zooms off leaving me adjusting my sun dial, flipping over my hour glass and doing multiplication with pencil and paper.

Now I can hear disclaiming shouts from the angry agitated readers.

"You must have cheated!"

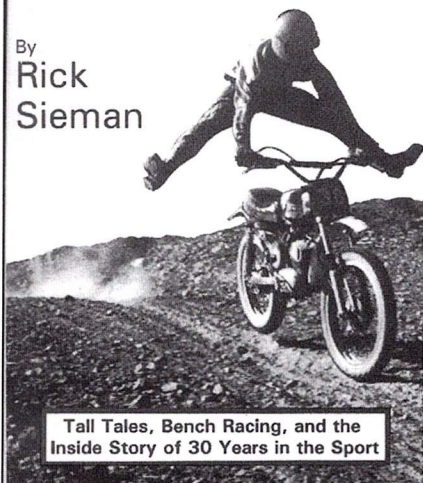
"Nobody else showed up?"

"The trail must have been too easy, loser!"

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## MONKEY BUTT!

By  
Rick  
Sieman



Tall Tales, Bench Racing, and the  
Inside Story of 30 Years in the Sport

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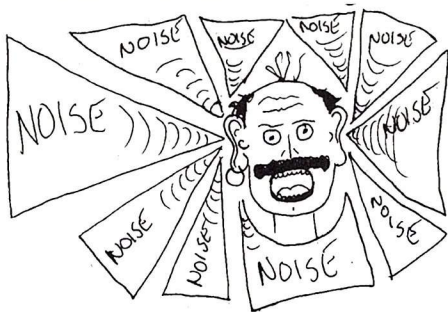
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Something, anything to ease the pain of me winning. Yes, of course I cheated. No, nobody else showed up and yes the trail was too easy. But please, I didn't lay out the trail, I didn't promote the race. In fact I brought a rider of equal or greater skills. I just showed up, late, to ride my bike. Believe me I had given up on ever winning an overall years ago. I was so lucky not to have given my chance away by doing something stupid, like getting to the race late. I only beat second place Larry McVay by 45 seconds. One mistake and I would have lost my only chance ever.

Now let's look at the bright side. If a regular pro guy would have won, the trophy would have been drug home, thrown in a heap, and soon forgotten, much like the race itself. But me, an award-eligible journalist, I can permanently record the event for everyone to enjoy. I can give credit to a well deserving club. It is sad they didn't have a club rider to rally behind and cheer on, but I will carry the news much farther. I will do my best not to let the enduro be forgotten. In the past this has been a very popular enduro, it had been run for 27 years, it had attracted 500 riders in it's heyday. The enduro had been attended by famous riders like Gary Jones (MX star), Ron Lamastus (ISDE star).

So maybe you can see my side of the story, no I didn't deserve to win but it may be the best for the club. They deserve good coverage an a national magazine, the enduro may be gone but not forgotten.

Now I have to backtrack to the machine gun shoot. Saturday afternoon, before I got there, a father-daughter team rented some time on the Mini Gun. The Mini Gun is a multi barreled, water cooled, hydraulically-fed monster of a gun. The gun weighs over 600 pounds. Anyhow dad was video taping his 13 year old daughter operating the beast. The girl hit the start button and the giant gun jumped to life. Immediately the tripod broke and the huge gun flipped over backwards crushing the little girl's skull. She hadn't done anything wrong, it was mechanical failure. The giant gun continued to fire 500 rounds through the canopy before it's rampage could be stopped.

The girl was dead. She will be missed by anyone who knows her story, that's why it is important for me to bring it to your attention. I'm sorry, it's sad, it's terrible. It is out of respect for her to offer her credit for having the courage to want to shoot such a gun. She was already a player at her tender young age. No I don't enjoy writing this part but the little girl must be remembered, no other publication will print this sad news, her story will be swept under the rug, forgotten by all but her family and friends. She may be gone but not forgotten, not by us.

I'm not trying to draw comparisons between the loss of the enduro and the loss of the little girl we never knew. Just take care of what you love. □

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## The 16th Annual **GREEN MARBLE ENDURO**



ECEA & District 7 Points

June 2, 1996  
Keytime 8:00 A.M.

Pre-entry \$27, Post-entry \$32, Super Senior, Masters & Women \$15

Drawing is on May 21, 1996. Starting positions will be confirmed by mail. C riders will be drawn last. Any entry stapled to a C class entry will be drawn with the C class. For entries to be drawn together, they must be stapled together. Mail application with payment to: **Green Marble Enduro Riders, Box 428, Mayo, MD 21106.**

**Requirements:** All riders must have a valid motorcycle operator's license, AMA and ECEA or NETRA cards. Riders under the age of 18 **must have parent or legal guardian present** during the event, and **parent/legal guardian's notarized signature on Minor Release Forms** (Forms available upon request). All bikes must be **Maryland street legal** with **two mirrors**, valid license plate, registration, secure muffler with spark arrestor, and must pass a sound test. AMA applications and ECEA test will be available at sign-up. ECEA test given on Saturday only.

**Start:** Orchard Campground, Whiteford, MD. From I-95, Exit 89, take MD Rt 155W (approx. 2.4 mi), turn right on Md Rt 161N (approx. 5.1 mi), turn right on 623E (approx. .1 mi), continue straight across Rt 1 on Md Rt 623N (Castleton/Flintville Rd). Proceed 6.5 miles, turn right on Orchard Rd to campground. From Harrisburg/I-83, Exit 6, take PA Rt 74S, turn left on PA Rt 851, turn left on Lay Rd, turn Right on Flintville Rd, turn Left on Orchard Rd to campground. Campground has a limited number of hookups available with reservation (717)456-7425.

For information between 4pm-9pm, call Kathi/Wolfgang (410)798-1310 or Greg (410)882-9000. **No phone entries.**

Food will be available Saturday and Sunday at the sign-up barn.

**Trophies will be awarded in all ECEA classes.**

### Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone (area code) \_\_\_\_\_ / \_\_\_\_\_  
ECEA # \_\_\_\_\_  
AMA # \_\_\_\_\_ Expires \_\_\_\_\_  
AMA Club Name \_\_\_\_\_

In case of emergency contact: \_\_\_\_\_  
at \_\_\_\_\_ / \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Check class below:

\_\_\_ AA \_\_\_ A \_\_\_ B \_\_\_ C  
\_\_\_ Veteran (30+ A-B-C) \_\_\_ Four Stroke (A-B-C)  
\_\_\_ Senior (40+ A-B) \_\_\_ Women  
\_\_\_ Super Senior (50+ A-B) \_\_\_ Masters (60+)  
\_\_\_ Dual Sport (Note: possible tough sections)

I hereby give up my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, Green Marble Enduro Riders, Inc., the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature \_\_\_\_\_  
Vehicle No. \_\_\_\_\_  
Witness \_\_\_\_\_  
Address \_\_\_\_\_

**Participant under 18 must have  
notarized parent/guardian signature!**

\_\_\_\_\_ Date \_\_\_\_\_  
**Parent/Guardian Signature (sign in ink)**

Notary \_\_\_\_\_  
Commission Expires \_\_\_\_\_





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Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with equally impressive journalistic style.

Editorial Director Charlie Morey has been riding since 1965. His knowledge and perspective on today's political and land-use

issues are equally formidable.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest member of **Dirt Rider's** team, and as our Moto! Editor, his photography and writing skills leave other motorcycle journalists in the dust.

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The Reading Off-Road Riders, Inc., present the 23rd  
**Broad Mountain Enduro**

**HOME OF TEAM RIP 'N' TEAR**

Approximately 80 Miles • **May 26, 1996** • ECEA and AMA Sanctioned  
Key Time 8:00 AM

SHORTENED COURSE for all C classes, B -Sr, B-SS, Masters, and A Super Senior

There will be one gas stop during the event. It will be open to all pit crews.

**Start:** New Philadelphia, Pennsylvania, Little League field. Located halfway between Pottsville and Tamaqua on Route 209. Camping available, **no open fires.**

**Lodging:** Country Squire (717)385-3557, Fairlane Motor Inn (717)429-1696,  
Quality Hotel (717)622-4600. All on Rt. 61 Pottsville.

**Entry Fee:** \$28 pre-entry, \$35 post-entry. Make checks payable to R.O.R.R. Inc., mail to P.O. Box 13006, Reading PA 19612-3006. **We cannot accept riders under the age of 18.** You will be required to sign a "statement of responsibility" the day of the event. Fill out a return address label at the start for results.

**Starting Position:** Will be determined by a drawing on May 17, 1996. **Entries received after drawing will be treated as post entries. Absolutely no phone entries accepted.**

**Requirements:** All riders must have a valid motorcycle operator's license. All bikes must have a license plate and a firmly attached spark arrestor, headlight and taillight. All entrants must have a valid AMA card and an ECEA enduro license. AMA membership can be obtained at the event (\$29 fee). **The ECEA license may be obtained Saturday May 25th only.** There is no fee for this test.

**There will be a tech inspection Saturday 6-8 PM & Sunday 7 AM on—be prepared!**

**Sign-Up:** Open Saturday from noon to 8:00 P.M. and beginning at 6:30 A.M. on Sunday.

**R.O.R.R. T-shirts available at sign-up.**

**Food:** Spaghetti dinner Saturday night, breakfast Sunday morning. Come Hungry!

**Information:** (610)670-9987 PLEASE LIMIT CALLS! **No ATVs or Minibikes Allowed on Premises!**

**If you do not fulfill all requirements, you will not ride. No refunds, no excuses!**

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

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AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

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**SORRY, NO RIDERS UNDER 18**



# A Backroads Tour

## Dual sporting though British Columbia

by Alan Rustici

I removed my pack and set it against the boulder. Sunlight filtered through the branches of evergreen forest above, while a torrent of water thundered over a nearby falls, cascading into the rocky gorge below. Towering mountains, some with patches of August snow clinging to their sides, were just visible through the trees. Stretching myself out on the sunlit ledge, I leaned against my pack and prepared to let my senses absorb the beauty of the Canadian Rockies.

"You seem to be slowing down a little today. Six days of riding tired you out, eh?"

My reverie had been interrupted by Dave Martindale, owner and operator of Backroads Adventures B.C., and my host and guide for the past week. Backroads Adventures is a motorcycle tour company specializing in dual sport rides through the Canadian Province of British Columbia. And while it was true that I had slowed down a little on this, the last day of the tour, speed is really not the object on these rides. Rather, organized tours give off-road motorcyclists the chance to ride in and explore magnificent terrain far from home, and to enjoy the sense of adventure inherent in off-roading. At the same time, local accommodations and good riding are scouted ahead of time by the tour operator, eliminating some of the difficulties associated with solo exploration. The Backroads Adventures tour I had just spent the past six

days riding was a perfect example of what these tours have to offer. The following are some of the highlights.

### Day one: In which I learn there is more than one kind of "logging" going on in the Canadian Rockies.

A typical Backroads Adventures tour involves a Suzuki DR350S Dualsport motorcycle and hundreds of miles of relatively easy logging roads and two-track. In some cases however, Dave Martindale can arrange one of his special "off-road tours" on more suitable machinery. Since I was arriving two days before the rest of the group, mine was just such a case, and I was treated to a weekend aboard a KX250 and some of the gnarliest trails Dave could find. These featured elevator-shaft downhill that had me searching for the "deploy parachute" button on the handlebars, tire shredding uphill, really, really tight trails in which every shred of bark was removed from the trees at exactly handlebar level, and, most unique of all, about one major fallen log crossing every hundred feet or so.

I had thought it a bit strange when, in a telephone conversation prior to the tour, Dave had asked about the riding here in New England: "Do you ride over logs much out there?" he asked me.

"Sure, all the time," I had replied.

Not like these logs we don't. A typical British Columbia log is about two feet in diameter and suspended a foot or so off the ground, for a total pipe-smashing height of three feet or more. The locals are, of course, used to these obstacles, and it was indeed a treat to see them wheeling their bikes right into the deadfalls, teeter-tottering on top for a moment, then dropping off the other side in a nose down, near-vertical position. Suffice to say it's a spectacular maneuver when executed properly, and perhaps even a bit more spectacular when it isn't.

I usually elected to go around.

### Days three and four: "Scenic Overload"

On the third day we left the KX and tree climbing antics behind, and

headed out into the mountains aboard our DR350s. Although the terrain was decidedly less challenging, the scenery made for an unforgettable ride.

The route took us from our base town of Cranbrook, into the heart of the Rocky mountains and the ski resort town of Fernie. From there, we headed north through the Rockies, along two-track trail that was just made for dual purpose four-strokes. The surface was for the most part smooth gravel, and every twist and turn



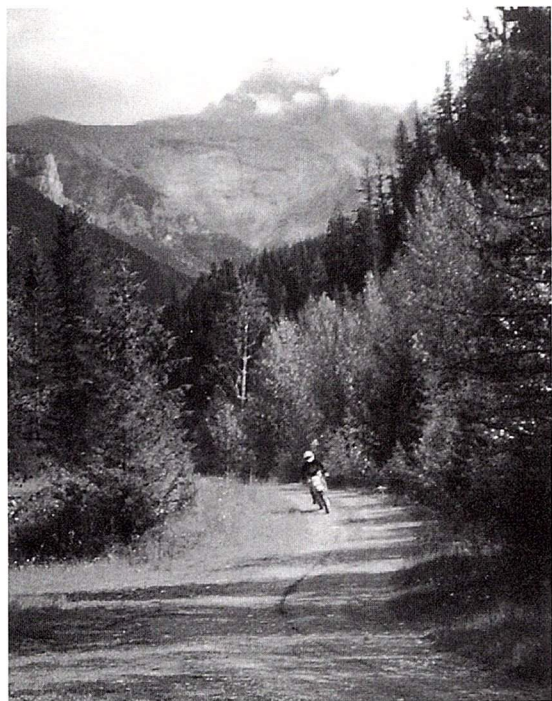
invited dirt-track style powerslides. And while the riding along this route was fantastic, it was almost incidental to the magnificent wilderness we were riding through.

Dave Martindale bills this route as a "scenic tour," which may qualify for some sort of understatement in advertising award. We rode through mist-shrouded passes, along rushing streams, and past glacial lakes of the clearest water, all the while surrounded by towering peaks of jagged granite. Many of the aforementioned powerslides were followed by a skidding halt and the pulling of a camera from a jacket pocket, as one unbelievable vista after another revealed itself.

Toward the end of the day, we turned our thumpers off of a gravel road and rode through an evergreen forest to the edge of a lake. The surrounding mountains were reflected in its crystal waters, and overhead a lone eagle circled, searching, perhaps, for its next meal in the waters below. Dave stepped off his DR and removed his helmet.

"Well this is it, the last abusive scenic overlook of the day, I promise."

Was this day of riding through paradise too much of a good thing? Were we all experiencing scenic overload? No one was complaining about it if they were, and it was a very satisfied group of riders that arrived at the Wild Rose Guest Ranch later that day to find our bags in our rooms and dinner about to be served.





The Wild Rose Guest Ranch is a working horse farm and guest house catering to the outdoors set. Its cedar log ranch house lies nestled at one end of a picturesque valley near the town of Kimberly. The accommodations there, and at every other stop along the way, were outstanding, and speak volumes about Backroads Adventures commitment to quality tours. Earlier in the week we had our only day of rain, and at the end of that cold, wet ride we checked into a luxury hotel with an indoor pool and oversized Jacuzzi. The bench-racing session (hot-tub racing session?) that followed served to lift our weather-dampened spirits, and the evening was capped off with dinner at one of the finest restaurants in town, all included in the price of the tour. "Roughing it" is definitely not high on Mr. Martindale's list of priorities.

#### Day six: "The air up there."

The DR350S clawed its way up the slope of mine shaft tailings, the motor straining to make adequate horsepower out of the thin, high altitude air. The rear tire spun furiously, barely winning the battle over gravity and the loose, shifting rocks beneath it. Gasping for breath myself, I crested the rise, and happily observed Dave already walking away from his parked motorcycle, indicating a welcome and much needed rest stop.

We had ridden this day to an abandoned iron mine at an altitude of near 7,000 feet. Several hundred feet below, I could see the other members of our group poking around near some derelict machinery, while closer by Dave was pointing out the entrance to



one of the mine shafts. A steady draft emanated from a small hole that had been dug to gain access to the sealed off tunnel, and the cold subterranean air formed ice crystals near the opening. The temperature outside was near 80 degrees.

"I've been down in there before," Dave told me. "It was pretty scary though, eh? There's this one place where you have to walk across this little board over a hole, and when you shine a flashlight down into the pit you can't even see the bottom of it."

As nonchalantly as possible, I glanced over at the entrance to the mine.

"It was pretty scary though, probably one of the scariest things I've ever done, really."

Thankfully, he didn't offer to show me.

Part of the group rode off the mountain on the switch-backed access road we came up on, while Dave led others of us down a

more challenging trail to the bottom. This is in keeping with his philosophy of catering rides to the preferences and ability level of each customer, and there are enough roads, trails, logging cuts and two-tracks in this part of the world to keep any level of rider happy.

We finished the ride back in Cranbrook, stopping to rest by that waterfall I mentioned in the beginning. Great riding, fantastic scenery and a very well-organized tour had conspired to make the past six days an unforgettable experience, and one which I would gladly repeat. Dual sport tours are by nature a lot of fun, and the fact that this one is set against the backdrop of the magnificent Canadian Rockies just adds to the package.

Backroads tours operate from May through October and range in length from one to five days. Since everything is included in the price, all you need to bring with you is a sense of adventure and some basic riding skills. It wouldn't hurt to bring a camera along either.

**Who to contact:** Backroads Adventures British Columbia, RR2 Site 4-48, Cranbrook, B.C. V1C 4H3 Canada, 1-800-565-7730.

**When to go:** Tours are scheduled May-October

**How to get there:** Cranbrook airport has three daily flights from both Calgary and Vancouver international airports.

**Cost:** From \$500 for a two-day tour to \$1500 (1995 rates) for five days/six nights.

**What is included:** Accommodations, all meals, motorcycle rental, fuel, guides, support vehicle, and airport transfers. □



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# Breathe Right, Caliper Pins

## Breathe Right

**W**e caught up to Mike Lafferty at the Ridge Run Enduro (figuratively speaking, of course) and noticed that he'd joined the legions of athletes wearing a funny Band-Aid type device on the bridge of his nose. Called "nasal dilators" in med-speak, a considerable number of racers campaigning the nationals have applied these simple but effective gadgets to gain a subtle conditioning edge.

What are they and what do they do? Nasal dilators, sold in your pharmacy under a variety of brand names, are a bandage strip with a twist. Bonded inside the adhesive strip is a small flat piece of spring steel that when bent over the bridge of your nose during the application process, exerts an upward pressure on the nasal passages. This essentially increases the size of the nostrils, thus decreasing resistance to airflow, and improving breathing. Not surprisingly, the more air that can be taken in during exercise, the longer the athlete will be able to resist fatigue.

The nasal dilators are easy to apply and with a little care will remain in place throughout the duration of the event. That drill starts with a thorough washing and dry-



ing prior to application, to remove facial oils and moisture. Application should be completed about thirty minutes before racing to allow the adhesive to fully set. If you perspire a lot, it may be necessary to clean the

application area with alcohol before applying. Amazingly the nasal dilator stays stuck-on through the most grueling of riding conditions and offers no discomfort to the wearer. And at a cost of about five bucks for a package of ten, its got to be one of the cheapest tricks on the National Circuit. Look for them in your local drug store. — M.U.

## Works Enduro Rider's Quik Pin Caliper Pins

Brother Mark and I were on our weekly foraging mission at the incredibly well stocked Trail Rider corporate office. Sure, we tell Paul that we're dropping off exciting stories or great action photos, but that is only a well-disguised ploy. We are subtle: "Man, Paul, this place is a mess!" Or "How can you find anything?" This usually puts Clipper in the liquidate-at-all-cost mode. Which brings us to this week's prize, a set of Works Enduro Rider caliper pins.

Caliper pins may not seem too exciting at first, but think back a year or two. What was the one major improvement KTM came out with? Conventional forks? Gotcha! No, they got rid of all those stinkin' Allen bolts! This

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was a politically garage-correct thing to do. Toolboxes and fanny packs rejoice! The Allen head is dead, long live the hex! There was one last pitfall, though. Brake calipers. Well, Drew Smith has taken care of this. WER's brake caliper bolts are the hot setup.

You do apply hi-temp anti-seize when reassembling, after installing a new set of brake pads, right? If not, you are ripe for one of the most unpleasant fallacies in the entire dirt biking world, that, yes you can successfully extract a stripped-out caliper pin. These trick OEM replacement bolts have an 8mm hex head bolt instead of the counter-sunk, knuckle-busting five-millimeter Allen head. They are a must have for the dreaded brake-dragger. The WER caliper bolts will come out regardless of excessive heat and/or torque. No more rooting around the fanny pack searching for an Allen wrench during one of those frantic gas stop pad changes, just whip out your trusty eight and roost.

The Works Enduro Rider Quik Pin caliper

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## Last Over

(Continued from page 4)

making terrible noises.

*¿Tiene algo sencillo? Mi estomago está haciendo unos ruidos horribles.*

No, no more beer. Just give me a warm place to lay down and die.

*No, no más cerveza. Solo deme un lugar caliente para acostarme y morirme.*

Occasionally you may find yourself under the weather while traveling. Don't worry, we have the words you're trying to find.

I am not drunk, I am sick.

*No estoy borracho, estoy enfermo.* (depending on the situation, you can reverse the adjectives)

Just a Coca-Cola for me, and a large Pepto Bismol for my friend.

*Solo una Coca-Cola para me, y un Pepto Bismol grande para mi amigo.*

Does the pharmacy accept credit cards?

*¿Acepta la farmacia tarjetas de crédito?*

Which way to the hospital?

*¿Qué ruta hacia el hospital?*

I am grateful for your service. How long will it take the bleeding to stop?

*Estoy muy agradecida por sus servicios. ¿Cuánto tiempo hasta que deje de sangrar?*

Yes, we always ride motorcycles with broken bones in the States.

*Sí, nosotros corremos motocicleta con huesos rotos en los Estados.*

Just as the bug might bite you, so might you have a brush with the law. Keep smiling, say the right thing, and have a supply of \$20 bills handy.

I am visiting your lovely country on a pleasure trip. Have I broken a law?

*Estoy visitando su precioso país en un viaje de placer. ¿He quebrantado la ley?*

Yes, I own this motorcycle, and it's fully insured. Really!

*Sí, yo soy el dueño de esta motocicleta y está completamente asegurada. De verdad!*

What they have been doing at the border is a great embarrassment. I have fought for years to get those swine out of office.

*Lo que han hecho en la frontera es muy embarazoso. Yo he luchado por años para sacar estos glotones de esta oficina.*

That is a very impressive rifle you have. Is it fully automatic?

*Ese es un rifle muy impresionante que Ud. tiene. ¿Es completamente automático?*

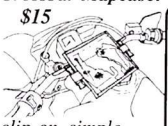
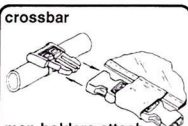




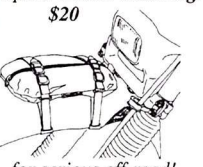
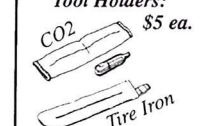
May I offer you a gift of money?

*¿Le puedo ofrecer un regalo de dinero?*

Did I say ten dollars? I meant twenty dollars!

*¿Dije yo diez dolares? Quise decir veinte dolares!*

So adiós, mis amigos (y mis amigas), and remember, if you can't say it, it might not happen—at least not the way you expected. In that case you can smile and fall back on the one phrase you really should learn perfectly: *No habla español.* Three guesses what it means.... □

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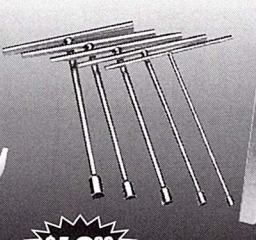
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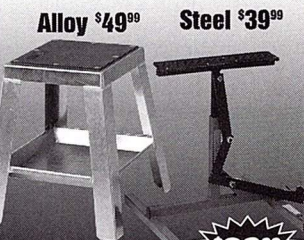
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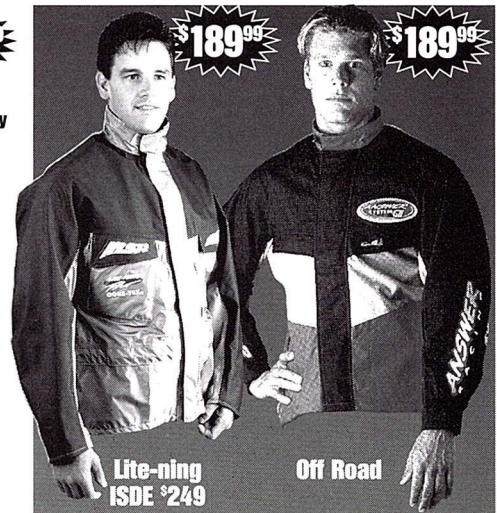
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AD#101



## Hertfelder

(Continued from page 54)

wondering if I shouldn't go home and wallpaper the bathroom or something. Finally, a fellow they called "Cyr," after a legendary French strongman who used to lift things like New Zealand, picked me up under one arm, my Triumph under the other and neatly sloshed us across to the other bank where he handed us off to a fellow called "Front End Frank." Front End Frank was constructed along the lines of a Frigidaire upright freezer and somewhat renowned for his ability to consume an entire beer glass. As I remember, that was the first enduro where I got a cracked rib before I even got ON the motorcycle. Embarrassed, and completely disoriented, I started down the trail and lost it about five hundred yards later when it narrowed down to a deer trail, then a rabbit run, then a mouse track, then disappeared down an ant hole as I looped back and forth in an overgrown orchard looking for an arrow.

Once I regained the trail I encountered the usual two-foot deep bogs, wet clay hills, fences you had to slide the motorcycle under and felled trees that you had to slide the motorcycle over, and an interesting ravine spanned by a pedestrian suspension bridge hung from rusted chains and quite possibly dating from the Civil War when the area was an induction center.

The motorcycle rolled nicely down the wide spaced wooden slats to the center of the span but, when I added power to climb the up slope, I was terrified to see that instead of me rolling forward, I was stopped apparently motionless over a pile a jagged

rocks on the bottom of the ravine as the damn bridge was winding itself BACK and piling up behind me. The bridge sort of cocked itself until I was as high as the opposite anchorage then the whole thing shot forward with a rolling motion exactly like surfing. I looked back to see the bridge writhing like a living thing, and a rider on the end with heels digging in trying desperately to back off the bridge while a cloud of drifting rust flakes from the vibrating chains settled around him. The fellow then started across and was about the length of his wheelbase from the end when the bridge sort of snapped, like a whip, and the motorcycle and rider dropped right through the rotted flooring, dropping some ten feet onto the side of the ravine. Whether by intent or good fortune he rode it out all the way to the bottom where he had enough savvy to add power and gain some momentum to get up the far side. He almost made it. Almost.

He came up the brush-covered slope looking good until he hit the flat vertical lip where erosion is stopped by the roots of green growing things. The cycle, a Matchless, did one of those hopping numbers on it's back wheel and the rider bailed off in the purposeful manner of a man who had been pile-driven by a looping bike previously and found the experience not much fun. The Matchless settled down with a handlebar on the lip of the ravine, the rider crashing noisily through the dry underbrush and coming to rest behind a sudden wall of silence.

Like any concerned human being I thought about helping him but, like any enduro rider, I stomped into gear and the desire left me.

The next large obstacle, in violation of AMA rules also, was a railroad marshaling yard; ten sets of tracks with almost no ballast, the ties just sitting on the hard ground. It was the kind of place where you spit out your chewing gum so as not to inhale it. Today's motorcycles can ride over these things easily but the combination of low ground clearance and minimal suspension on the older bikes could bring tears to your eyes, a curse to your lips and a lump to your throat. It could also bring a charley horse to your leg.

The slightest amount of rain would have made the railroad almost impossible to cross, for the coefficient of friction between a wet Avon tire and a wet rail has been sadly overlooked by inventors of perpetual motion machines.

A short distance past the railroad I stopped at a red and white checkered flag. There was no one about. I revved my engine and thumbed the kill button to produce a satisfying amount of commotion and, at last, a man came out of the shrubbery carrying a bottle in a brown paper bag.

"Hey!" he said with surprise and a cloud of 86 proof wind.

"They told me nobody was going to get this far, but a long as you're here, would you like to buy a ticket to this movie we're getting with a Shetland pony ...?"

Like I said; they almost screwed it up. □

— Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.*

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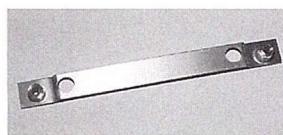
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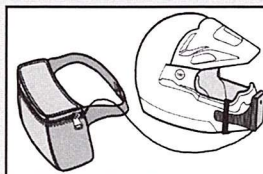
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# Drew Carpenter

Lots of ambition, and talent to match

by Pete Ziobro

By any standards, Drew Carpenter had an extraordinary season in 1995. With five wins, he took the Championship in just his first full season of racing. In addition, he also placed second in the Mini Hare Scrambles class. But just the way he took those wins proved that he was a force to be beat in '95.

Sure, there were the wins at the Minuteman, Summer Slam, Tri State, Clarkie's Mild Ride and Granite State Enduros (where he was the only one on the lead lap!); but there were also the times when he overcame adversity, like at the first race of the year, the Jump Start, where he got a flat front tire during the first lap and still finished third. And then there's the almost unbelievable story of him crashing during the Knox ride and suffering a cut radiator hose, bent shifter and cracked stator cover. Though that resulted in a DNF, he headed home to make repairs for the Greylock hare scramble the next day. But after repairing the bike, he took it out for a test ride only to have a head-on with his brother! After that new damage was repaired, they headed on up to the Greylock, where he finished third.

Well-liked by his peers, 15 year old Drew is known by his fellow racers as "Mex", and enjoys close competition. In fact, the competition

was very close at the Jump Start, where he and friend Jesse Berthiaume were tied going into the gas stop, and then "pushing"

pete in, there are the trails in nearby Freetown State Forest, and the quarter-mile motocross track in the backyard. This track has the usual stuff, including a 40-foot "table top" that Drew clears, just for practice!

His heroes include Tommy Norton and Kevin Hines. And although he gets A's and B's and is on the school Honor Roll with science and math awards, Drew's future plans are to race professionally. Right now he figures it's too soon to say exactly where that'll be, but the GNCC series, and enduros and hare scrambles are all possibilities.

Though he could race the Mini class again in '96, instead he'll be looking for more competition by racing the junior enduros and hare scrambles (and the occasional motocross), on his new bike, which was Tommy Norton's spare 125 YZ last year. Moving up from the RM

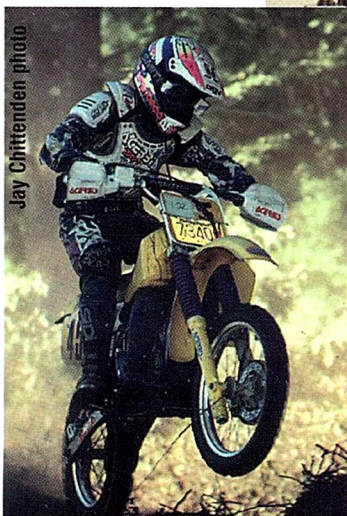
80's he rode in '95 (an older one for the first three races, followed by a new one) to a bigger bike might seem to be an obstacle for some, but no one should doubt the ability of this young man. And certainly the sponsors don't, as three more have signed on with his winning of the championship.

But he does have some people to thank for his success so far; namely: his parents, Clarkie, and Ernie Wurlitzer for his TORCO oil sponsorship.

What are his goals for the 1996 Season? Well, to do every race he possibly can, to place high in Junior-class hare scrambles, and to take the crown in the junior enduro series. And judging by his performance in 1995, the future looks bright indeed for this talented young man. Go get 'em Drew! □



On the trail, and with his growing trophy collection.



Jay Chittenden photo

each other, crashed into each other and got tangled up and couldn't get up!

But despite how it sounds, success has not come easy for this young man. Drew likes to do his own wrenching on his machines, and is a self-taught mechanic. Using the money he earns from working on a dairy farm in the Summer, he keeps his bikes in top shape. And feeling that practice makes perfect, Drew likes to ride whenever he can. Whether riding his bike to work in the summer, or after school, or motocross in the off season, Drew is constantly working on improving his skills. And when there are no organized rides to com-



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# HERTFELDER

## Roots 2

....AND ON THE SEVENTH DAY HE RESTED AND WHILE HE RESTED HE ENVISIONED A WONDROUS SPORT CALLED ENDURO AND A STRANGE BREED OF MEN TOOK UP THIS SPORT AND VERILY I SAY UNTO YOU: THEY ALMOST SCREWED IT UP.

It's true, we almost didn't get off the ground. We can look at today's enduros with their carefully contrived blend of difficult terrain and devious, almost criminal, checkpoint placements and recall the days when an enduro was a machine-destroying weightlifting contest and trophies went to the guys with the strongest backs on the basis that, while they were late at all the checkpoints, they weren't as late as everybody else.

What the forward pass has done for football, the sensible layout has done for us. Today's rider, thank you, is urbane, well mannered, well mounted and, while fiercely competitive on the trail, could be mistaken for your regular seminarian. Indeed, the best of 'em all looks like an assistant manager at a Holiday Inn. I think this is really GREAT.

You see, there was a time when we were inflicted with great hulking Clydesdales of men with red-rimmed watery eyes who, long before it became fashionable, were bearded with unruly growths worn in the style of Yorkshire terriers, a spoonful or so of ground beef mixed in. You'd think they lived under rocks. They didn't; they lived in boxes. I used to do a lot of signing-in and I know almost all of the brutes gave box numbers as their address. They could usually remember a two digit box number with a slight delay, a bit of tongue chewing and a look skyward for divine assistance. A three digit box would require a deep breath, a lot of brow furrowing and a crunching gnaw on a Dixon number two pencil.

They paid entry fees with wadded up dollar bills which were a bitch to keep in the cigar box, springing out in three directions when the lid was opened. They would sign their illegible names on an entry form hard enough to emboss it, forever, two millimeters deep in a half inch marine plywood table top. Their fingernails looked like kerosene lantern wicks and anyone who had cut his nails within the last six weeks went around with his hands in his pockets so as not to look out of place.

Their preferred attire was nothing above the waist save hair and tattoos; the lower extremities were swathed in Levi's and boots dyed to match with thirty weight oil. The boots were usually the heavy, but cheap, war surplus combat boots fitted with brass buckles whose loose fitting rollers jingled; a group of riders stomping their feet to keep warm sounded like a tambourine.

We'll never know how many U.S. infantrymen bit the dust because of these noisy boots, but I heard from a former graves registration ghoul that while many men died with their boots on, damn few were buried with them as cow skin was in short supply at the time. The boots were just fine if you weren't too squeamish about a few stain

lines, and were careful to keep them where the dogs couldn't reach them. The boots only shortcoming was that vines would catch on the buckles and you could finish a fast trip across a soybean field with your feet trailing behind you and your belly button on the rear edge of the motorcycle seat.

The Neanderthals, almost to a man, rode British single-cylinder motorcycles which were as heavy, but not as fast, as anvils. Their clutches were as tender as a two minute egg, their lights wistful memories, and they leaked in phase with the moon. Each machine roosted at night over its very own garbage can lid. It was impossible to have one stolen for they could only be started by their owners who, somehow, mastered the chord progressions of the array of spark retard levers, chokes, switches and compression releases that made their handlebars look like clarinets. At idle, they vibrated so ferociously that the machine appeared blurred; they could multiple-orgasm women well past menopause and, when propped on the sidestand, would quickly scour a hole in anything softer than concrete until they toppled; slowly, and with a great deal of British dignity.

One memorable BSA owner always carried a .32 revolver. He'd park his idling bike in front of some trees then walk away, glancing back occasionally at the angle of lean. When it reached the point of no return he'd startle onlookers by drawing the .32 and firing at the bike until it toppled over. Usually, the BSA would jump into gear and kick it's rear wheel until a final shot was fired to end it's suffering. The performance would sometimes draw a polite smattering of applause as, without question, it's good policy to humor gentlemen with guns in their hands. Especially if they're reloading.

They ran enduros from their clubhouses which were converted barns or chicken houses or large corn cribs. The clubhouses all had two things in common: you had to drive across the shards of glass and great coils of scrap wire on the town dump to get to them—which guaranteed you a flat tire the next night it rained and you were late for a date.

The clubhouses were elevated on corner piers of broken concrete slabs and an occasional itinerant tombstone so that there was a three foot step up or down; and anyone who has ball-jointed his knees knows what a purgatory that can be. Normally each club ran but one enduro a year; the rest of the time the clubhouse was used for drinking overcooled beer and watching grainy films of men in black socks and masks poignantly whispering sweet nothings in the ears of overweight ladies suffering from ingrown garter belt.

What with the movies and the clubhouses

back of the dump and all, you had to admit that enduros didn't enjoy the same reputation as lawn tennis. Given a choice, I suppose most folks would just as soon go to a penitentiary riot; they had a lot in common.

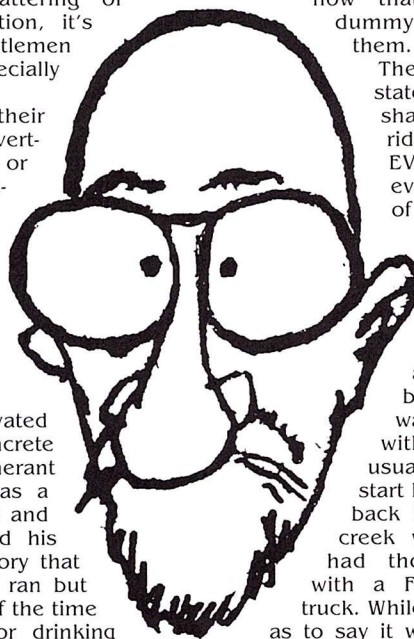
In the first place, enduros weren't advertised; they seemed to be just spur of the moment things. Due to circumstances, the clubhouses suffered from a great deal of self-inflicted arson and were replaced semi-annually. This meant that no one, including members of the sponsoring club, was exactly sure just where an enduro was to be held.

What they did, was mark the route from the nearest town with lime splattered on the road at the intersections. The idea had merit—they use it on the western desert runs: throw a two pound bag of lime at the ground in the direction you want to point out, and it tapers to a point very nicely. Works just fine where the traffic is an occasional war party of Blackfeet or the annual shipment of borax. In New Jersey the automobiles turn the things into twelve point asterisks in about fifteen minutes. Wrong turns usually fetched up against rusted wire hawser stretched across the road and a pack of snarling mongrel mastiffs drawing your attention to a hand lettered sign TRESPASSERS WILL BE SHOT.

Once I arrived at an enduro five minutes before key time, having been run off the road by an eight year old boy driving a flat bed truck made from a Plymouth sedan with the body torched off and an old barn door bolted on. I rushed to sign up and was stunned to be handed #1. I turned to see all the other contestants lining up behind me now that they had some dummy to trailbreak for them.

The AMA rule book states that a route card shall be furnished to all riders; it does not say EVERY rider. At this event they had a sheet of paper fastened to the table with a few dozen major turns listed. The sheet was assuming an oval shape as riders nibbled away at the edges before discovering it was glued to the table with Loctite. As was usual at the time, the start line was three inches back from the edge of a creek which the sponsors had thoughtfully dammed with a Ford panel delivery truck. While I wouldn't go so far as to say it was a stolen truck, I would be willing to bet that it's owner didn't know what it was being used for at the moment.

When my key time came up I just sat there



(Continued on page 48)



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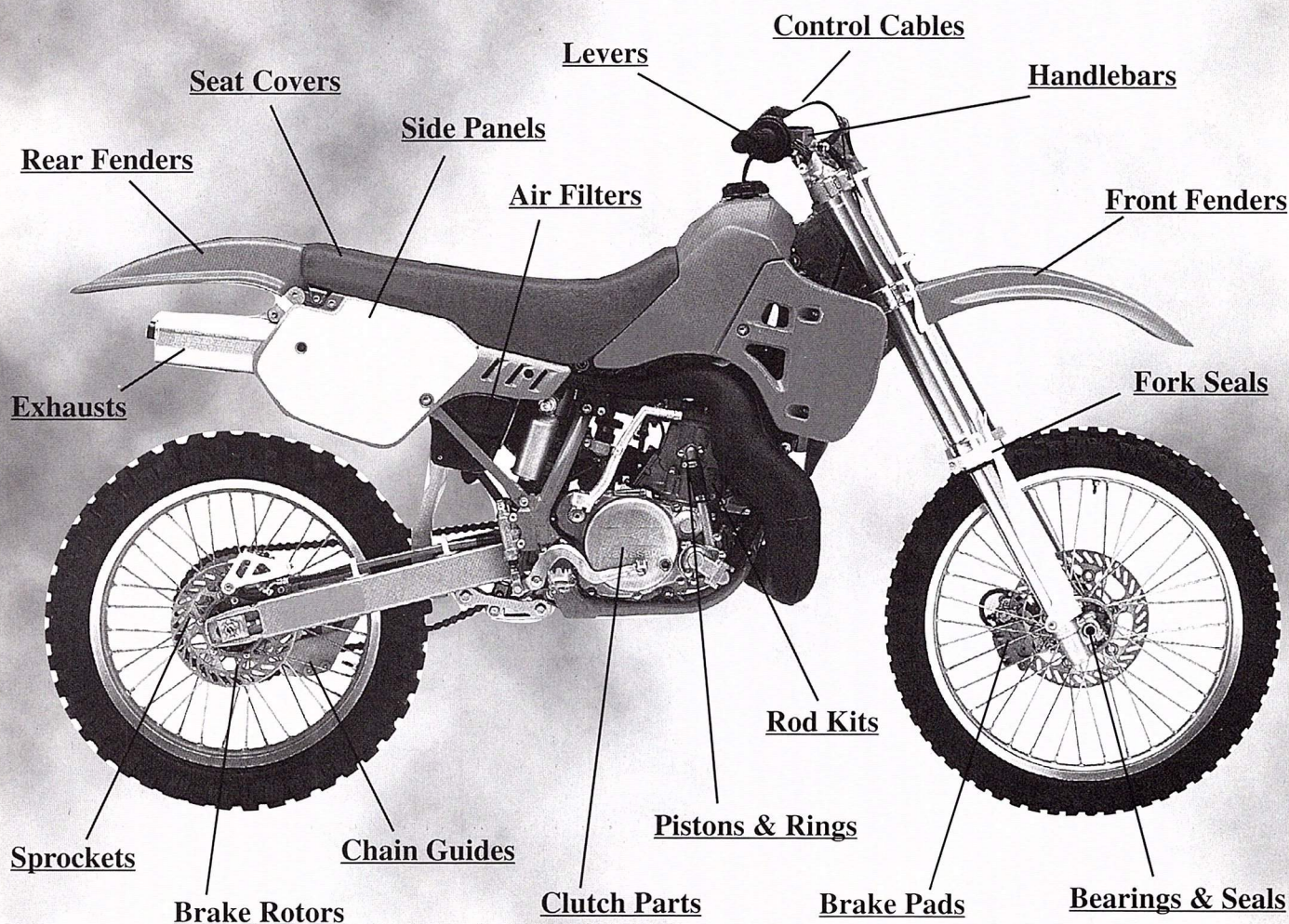
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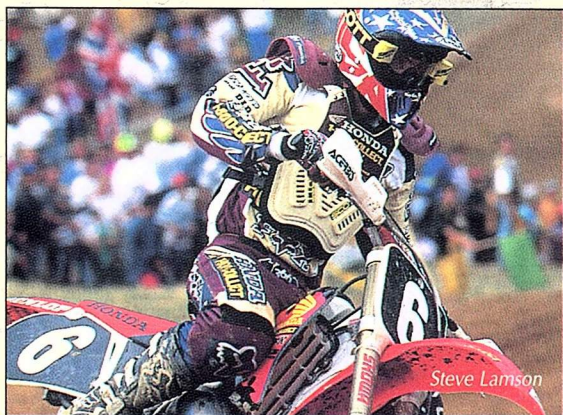
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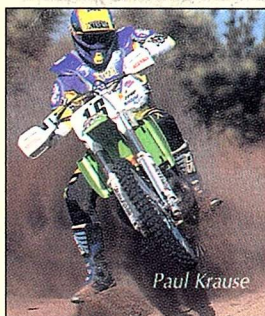
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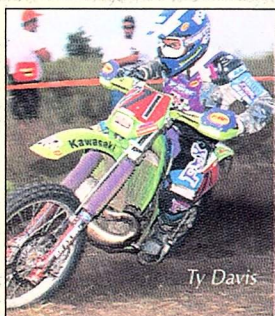


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